



# Hongkong Daily Press.

ESTABLISHED 1857

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號十五零萬二第

日五初月八年戌壬

HONGKONG, MONDAY, SEPTEMBER 25TH, 1922. 一拜禮

號五廿月九年一十國民華中

PRICE, \$8 PER MONTH

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### TIME-TABLE

WEEK DAYS.	
7.00 a.m. to 9.00 a.m. every 15 minutes	
9.00 " " 10.00 " " 10 " "	
10.00 " " 11.00 " " 15 " "	
11.00 " " 12.30 p.m. " " 15 " "	
12.30 p.m. " 2.30 " " 15 " "	
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NIGHT CARS.	
8.50 p.m. to 9.00 p.m. every 30 minutes	
9.30 p.m. to 11.00 p.m. every 30 minutes	
11.15 p.m. to 11.45 p.m. every 15 minutes	
SATURDAY.	
Extra Car—12 midnight.	
SUNDAYS.	
7.00 a.m. to 9.30 a.m. every 15 minutes	
9.30 " " 11.00 " " 15 " "	
11.15 " " 12.00 noon " " 15 " "	
12.00 noon " 4.00 p.m. " " 15 " "	
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NIGHT CARS.	
8.50 p.m. to 9.00 p.m. every 30 minutes	
9.30 p.m. to 11.30 p.m. every 30 minutes	
11.45 p.m. to 1.15 a.m. every 15 minutes	

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the Company's Office, Alexander Buildings,  
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Season and punch tickets available for  
all cars, not already full, running at the  
time stated in the Company's time-tables,  
but not for special cars, can be obtained on  
application at the Company's Office. No  
application ticket will be issued until payment  
thereof has been made in Bank Notes or  
Cheques or Comproadors Order represented  
Bank Notes.

## KOWLOON-CANTON RAILWAY.

### TIME-TABLE

On and after FRIDAY, SEPTEMBER 18TH, 1922, until further Notice.  
(All previous Time Tables cancelled.)

#### DOWN TRAINS

Stations		No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24
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INSPECT OUR STOCK BEFORE DECIDING ON YOUR NEW DRESS.

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Now New Price: \$1.25 YARD.



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Kept in 3 weights, 40in. wide.  
STANDARD... \$1.00 YARD.  
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THE STORE FOR VALUE, HONGKONG.

## SZECHUAN. THE GREAT STOREHOUSE OF CHINA.

(BY THE BUREAU OF ECONOMIC INFORMATION, PEKING.)

Szechuan is the largest and richest province in China. In a country which can embrace the continent of Europe and yet leave enough room for another France and Germany, and which can safely be said to be the richest storehouse in the world, the importance of its largest and richest province is a matter of some moment to the world. The area of Szechuan, which is 220,000 square miles, is larger than the combined area of the eleven American states of Maine, New Hampshire, Vermont, Rhode Island, Connecticut, Massachusetts, New York, New Jersey, Pennsylvania, Delaware, and Virginia, whilst its population, estimated at 45,000,000, is nearly half the total population of the United States, and is greater than the combined population of the thirty-seven states not included in the area comparison. Truly a vast, populated province, and as the interest of international traders testifies, one teeming with raw materials many times in excess of the needs of the people.

Szechuan claims to produce everything raised elsewhere in China. Silk, wheat, sugar, tobacco, fibres, rhubarb, bamboo, tea, herbs, and wood oil are among the principal products. The mineral wealth is stated by competent investigators to be immense, and although surveys have been so far superficial, gold, quicksilver, and petroleum are known to exist. Salt wells to a depth of 4,000 feet have disclosed the presence of petroleum and gas in considerable quantity. The industries, of which silk holds the leading place, include wool, vegetable tallow, wax, musk, medicines, wood, hides, tobacco, and paper.

### NOT A SINGLE RAILWAY.

In this great tract of land there is not a single mile of railway. The need of transportation is greater probably than in any other part of the world. Szechuan is situated on "the roof of the world" and is hemmed in from communication with its neighbours by stretches of mountain range that find their origin in the Himalayas. Its bottle-like shape has its only outlet in the neck, an elongated piece of land through which runs the Yangtze. The story of the fight with the upper reaches of China's great river is part of the history of navigation. From Ichang, in Hupeh province, to Chungking, the only treaty-port in Szechuan and 400 miles along the waterway, most of which section drains the lower section of the latter province, there are gorges of immense height, and shoals, whirlpools, and rapids that have played havoc with native craft. During the high water season the Yangtze in places rises over 175 feet above the low water level, and it is during this time that the river becomes a tremendous torrent, the sight of which, with its banks of almost perpendicular heights, is one of the most impressive, yet fearsome, sights of the world. Navigation over this belt, it may therefore be appreciated, is fraught with the utmost difficulties. Formerly only junk made the passage, and thousands of them have been wrecked in the operation, but, owing to the bravery and skill of pioneering foreigners, and the advancement attained in marine engine construction, the Ichang-Chungking section is now navigable by steam with a certain degree of regularity during eight months of the year. At the same time, the dangers to navigation still exist (the Yangtze has not yet been beaten by man's ingenuity), as is illustrated by the absence of insurance rates and the high freight rates which the steamship companies demand.

From this iteration of the difficulties attendant on communication along the only pathway leading into Szechuan, the claim that the need for more facilities is greater here, in view also of the riches now awaiting exploitation and transportation, than in any other part of the world, may be justified. The products of Szechuan are bottled up like its people and its area. Freight rates are of necessity abnormal; hence there are such peculiar situations as was witnessed in China in 1917, when wheat, which during that year was in great demand throughout the world, was selling in Shanghai for \$2.50 a bushel and in Szechuan at ten cents. Between Ichang and Chungking, 500 miles of the 1,500 mile course, the cost of freight works out at no less than 70 cents to Tael 100 per ton. Even then the merchant has to rely on junk or coolie labour. The upstream journey takes about six weeks and the difficulties from Ichang to Chungking are of minor account when compared with the rapid journey, which takes about a fortnight, is through hilly, bandit-infested country, where cart loads are unknown. The overland transportation charges between these two places, which have a population of half a million each, are at present about Tael 120 per ton, or about 40 Tael cents per ton per mile. Although the river charges are much less, cargo frequently arrives at Chungking in a very damaged condition owing to the state of the extreme reaches of the Yangtze.

### DEVELOPMENT OF TRANSPORTATION NEEDED.

The solution of the difficulties under which trade now labours is the development of transportation. There are many schemes aiming at linking the interior of the province with the outside world. The first of importance is the Hukwang Railway system. This line will eventually connect Peking and Canton with an offshoot to Chungking. Much money has already been spent on the project, but construction work is at the time of writing held up on account of lack of funds. The surveyors have taken their investigations as far into Szechuan as Kweichowfu,

and here the project rests till foreign capital can be interested to take up its undertakings. Another road into Szechuan has been surveyed by American engineers under the contract between the Chinese Government and the Sino-Carey Railway and Canal Company. The route is connected with the Peking-Hankow Railway at Sinyangchow, a point 191 miles north of Hankow, and enters Szechuan near Tzeung in Shensi province. Both these schemes find a terminus at Chungking, the Yangtze route being 939 miles in length and the Shensi route 855 miles.

Another scheme intimately bound up with the opening of the province is the construction of a line between Ichang and Chungking to serve as an alternative carrier to the Yangtze river route. Such a railway would carry nearly all the present river-borne traffic owing to its superior advantages over river competition in cheapness, safety and speed. At present it is impossible to transport heavy machinery for industrial establishments and mining enterprises, and a railway route would instantly remove these obstructions, thus giving the province an opportunity to make use of its enormous natural resources. Besides opening up Szechuan, it would also absorb and supply the rich mining regions of Yunnan province, which is in the drainage area of the Yangtze river.

In view of the fact that many years must elapse before these enterprises are completed, it is well to turn to less ambitious projects, which, although they leave the Yangtze the sole feeder of the province, are important because they will develop the vast interior trade of Szechuan. Chungking should be provided with railway communication with the capital; that is the first consideration. A railway between the two great trading marts of Szechuan would cut through the famous Red Basin, or as it is sometimes called, the Chengtu plain, which is 45 miles in area and has a population of no fewer than 2,000 per square mile, or ten times the average density of the whole of the province. This zone is perfectly irrigated by an artificial system, 2,000 years old, and is probably the most fertile region for its size in China. It is a matter of considerable interest, therefore, that the Chinese government proposes to undertake the construction of a Chungking-Chengtu line if sufficient capital can be obtained. The scheme prepared by General Yang Sen, the enlightened Director of the Chungking Port Administration, has been submitted to the foreign consuls, who pronounce it a feasible project. Briefly, it will join Chungking and Chengtu and then connect Tachienlu, the gateway of Tibet, with a 250 mile extension. Owing to the cost of constructing a standard gauge railway over a hilly country like Szechuan it is proposed to build a narrow gauge line, and the amount of the loan tentatively set down to complete it is twenty-five to thirty million taels.

From the facts given above it will not be doubted that the Szechuan people will be the first to support the project. They have suffered tremendously from the lack of adequate and safe communication for years, and still they make demands on foreign manufacturers which increase with the development of foreign enterprise. The new mode of travelling will be welcomed with open arms by a population which is preyed upon by hordes of bandits, and the linking of the various districts from Chungking to the Tibetan border will mean the best safeguard against their depredations, and also tend to promote a control to the people which has not hitherto known in consequence of the inaccessibility of the regions now proposed to be opened up. Most important of all, railway enterprise promises the development of industry and commerce. The untapped resources of the province have engaged the attention of other countries notwithstanding the dearth of communications. When railway facilities are available exploitation will become a practicable proposition. There is not a single modern mine in the whole of Szechuan; yet Von Richtofen speaks glowingly of its coal resources. In this connection the provincial authorities have had the foresight to establish a Mining Bureau to be managed in conjunction with affairs of the railway. This is not only to ensure a supply of coal for the railway but to encourage the development of new mines to supply the needs of the increasing numbers of the Yangtze. As it is, nearly 80 per cent. of the price of coal produced along old-fashioned native lines goes to transportation fees. With the radical reduction of freight charges and the increased prosperity of the people in consequence of the industrial expansion, there will be an immense demand for foreign goods, and a demand deprived of intercourse with western markets except at extravagant cost is eminently worthy of consideration.

### ROAD SCHEMES WANTED.

Other activities aiming at the better provisions of transportation are various road schemes. Highway radiating from the capital will bring Wanshan, Kwangyuan, Kwanhsien, Yachow, Pachow, and Chungking within comparatively easy reach of the trade coming into the treaty port. Much of the activity of the people has been nullified in recent years by internal disturbances, but it seems that General Yang is inaugurating a new regime of progress. Commenting on the new power in Western China, a recent writer says:— "General Yang is planning to build a model town near Luchow. A railway is projected from Luchow to the salt well, about 100 miles in length. Foreign engineers are now making a survey. His energies are not confined to internal improvements; schools are being re-organised and great encouragement is given to all enterprises that help the people to improve."

## THE BANQUE INDUSTRIELLE DE CHINE.

CONTRACT WITH THE SOCIETE DE GERANCE.

The extraordinary meeting of the shareholders of the Industrial Bank of China was held in Paris on August 12th, and passed the contract drawn up between the B.I.C. and the Societe Francaise de Gerance de la Banque Industrielle de Chine, in process of formation. At the meeting there were represented 225,333 shares, corresponding to 78,343 votes, or three-quarters of the capital. The motion for sanction was passed by 37,730, against 502.

The following is a brief summary of the chief articles in the contract:— Capital.—The Gerance Company will have a capital of Frs. 10,000,000, in 2,000 shares of Frs. 5,000 each, subscribed by a group of banks at whose head is the Banque de Paris et des Pays-Bas. This capital may be increased to Frs. 15,000,000 at the discretion of the directors. One-third will be taken by the Chinese Government, and no portion will be allotted to foreign interests.

Directors.—The board of directors will number 10 to 15, with the chairman and majority of members of French nationality. Objects.—The new "Societe de Gerance" will have a double object in (1) Pursuing the recovery of the assets of the B.I.C., with a view to settling the claims on the bank's creditors. (2) To continue on behalf of the B.I.C. all banking operations, especially in the Far East. With this aim the B.I.C. places at the disposition of the "Societe de Gerance" all the former buildings, effects and personnel.

The "Societe de Gerance" will be dissolved as soon as the creditors have been paid under the terms of the "reglement transactionnel" granted to the B.I.C. Remuneration.—The "Societe de Gerance" will be remunerated by (1) A commission of 1 per cent on all gross revenue. (2) A forfeiture remuneration of 8 per cent on the paid-up capital. These commissions will be paid before any distribution of profits. Also the society will receive 5 per cent. of the credit balance.

SHAREHOLDERS' RIGHTS. Division of Profits.—The division of profits made by the new company will be as follows:—(1) 5 per cent. to legal reserve. (2) Balance up to Frs. 10,000,000 placed to special reserve destined to cover eventual working losses of the "Societe de Gerance." (3) After the execution of the above two terms 95 per cent. of the balance will be paid to the B.I.C. and 5 per cent. to the "Societe de Gerance." (4) At the end of the directional period of the society, i.e., when the creditors have been satisfied, the balance of the reserve funds will be divided—85 per cent. to the B.I.C. and 5 per cent. to the society.

Shares.—The shareholders of the new controlling concern may subscribe at par to any future issues of shares either ordinary or 8 per cent. cumulative privileged up to two-thirds of the amount applied for.

Creditors.—The creditors of the B.I.C. will receive bonds giving the right to a portion of annual payments made by the B.I.C. Each bond will represent Frs. 500 of their respective claims. The creditors in the Far East will be given 5 per cent. Gold Bonds by the French Government, provided for out of the French share of the Boxer Indemnity. Such bonds will be of a minimum of \$50 gold. Creditors will be privileged to subscribe up to one-third of ordinary or privileged shares composing any increase of capital.

The "Reglement Transactionnel" mentioned above which was granted to the Industrial Bank of China will become effective as soon as both Houses of Parliament ratify the law placed before them last session, which empowers the French Government to use the Boxer Indemnity for the benefit of creditors of the Industrial Bank of China.

The Agence Economique states that the following is a likely composition of the board of the new "Societe de Gerance": Chairman, M. Grolef. Directors: MM. Oudet and Chevalier, of the Banque de Paris; MM. Grandjean, Furst and Andap, of the Banque Francaise pour le Commerce et Industrie; Leon Pissard, president of the Banque de la Seine; and five Chinese directors, among whom are Chow Tze-chi, ex-Premier and Minister of Finance, and Tai Ming-fou, secretary of the Chinese Legation in Paris.

Fortunately General Yang's genius for reforms is not limited to one district. The city of Chungking was in great need of cleansing. The results (of improvement schemes) are that within a short period great changes have taken place in the outward appearance of the great commercial metropolis of the west. Great roads are to be constructed. A motor road to Chengtu is to be built and aeroplanes are to be brought out west.

Szechuan will certainly take a new lease of life when General Yang finishes his work. For many more years to come, however, the only means of conveying the riches of the West in exchange for the riches of this Chinese province will be the formidable Yangtze; but foreign traders have proved that they are willing to spend their money and their brains in trying to curb its present intractability. The recent hydroplane experiments towards the mouth of the river are a portent that success is not far ahead. Chinese enterprise under the enlightened guidance of General Yang Sen and foreign pioneering in the light with the Yangtze are both means towards the same end—the release from its age-long sleep and the circumvention of natural obstacles which have stunted the growth of a trade unparalleled in its possibilities.

## DUTCH ACTIVITIES IN CHINA.

ENORMOUS POSSIBILITIES OF TRADE.

For years past the Hollanders have almost entirely neglected their chances in China and looked passively on whilst Belgians, Britishers, French, Japanese and Germans made a profitable business out of the construction of railways, and supplying the necessary rails, bridges and rolling stock. Dutch activities have been confined to the harbour works at Shanghai and Chefoo, writes the *Gazette de Hollande*, but how much more might have been accomplished! It has chiefly been the Belgians who have applied themselves energetically to obtaining command of the Chinese market. Their efforts have considerably benefited the industry of Belgium, which has for years been supplying all kinds of materials to a value of tens of millions of francs per annum. By means of an extremely practical mode of co-operation between Belgian industry and the banks, the Banque Belge pour l'Etranger in China is doing excellent business.

It has now become possible for Dutch business men to participate in one of the large concerns based on the said co-operation. The Dutch Syndicate for China has obtained a share in the construction of the Lung-Hai Railway, which will connect Lanchow, the capital of the province of Kansu, with Haichow, on the China Sea. On May 1st, 1920, an agreement was signed between the said Dutch Syndicate, the Chinese Government and the Belgian Compagnie Generale de Chemins de Fer et de Tramways in China, according to which Dutch engineers will construct the railway from Haichow to Haichow (about 210 kilometres), as well as the ocean harbour at the latter place. These great harbour works will be constructed by contractors to be appointed by the Dutch Syndicate for China, whilst the material for railway construction will preferably be supplied by Dutch industry. To finance the undertaking, the Syndicate will place a loan of 4,500,000 in Chinese Treasury notes on the market. The payment of interest and the redemption of these Treasury notes has been guaranteed by the Chinese Government, and by a special mortgage on the railway, whilst the engineer in chief will have absolute control over the expenditure and receipts of the line. This is, therefore, not a State loan in the ordinary sense of the word but an issue of specially guaranteed Treasury notes upon security capable of itself producing the means of paying both interest and redemption.

On this solid basis, Holland has begun to take part in the promising economic development of China, says a writer in the *Nieuwe Rotterdamse Courant*. The harbour plans for Haichow have been studied by the Dutch experts and our railway engineers have begun work, and already reached the Great Chinese Canal. It is, therefore, not a little disappointing that the issue of the first part of the Treasury Loan was not a success on the Amsterdam market. Doubtless, this was partly due to the rumours of civil war in China last spring. Far from shaking confidence, however, the fact that this war did not in the least injure the prospects of the works ought to be reassuring, inasmuch as it has proved that such concerns, involving foreign interests, are respected, even in times of civil disturbance.

Nothing is better calculated to demonstrate the value of old Chinese culture than the fact that civil war or any other political event which in Western countries would bring business life absolutely to a standstill, has no power to rattle the calm of the Chinese people, who perform their daily tasks unperturbed. If one further reflects that China numbers 400,000,000 inhabitants and that its foreign trade as yet represents only 1.9 per cent. (as against 11.000 in Holland), it is clear that there are enormous possibilities for trade, industry and shipping in that country with its industries, intelligent and peaceable population.

## CHINA AND THE POPPY CULTIVATION.

CRITICISM CALLS FOR NEW INVESTIGATION.

The Waichiaoou has made public the reports of the Opium Commissioners sent to the provinces and special administrative areas last June to investigate poppy cultivation. These reports, says *Reuter's* Peking correspondent, have since been subjected to criticism on the ground that investigations were carried out at a period when the crops had been harvested. The Chinese Government is now arranging for an Opium Investigation Committee to make a tour of the provinces and special areas at the time when the poppy would be in flower. The Chinese Chambers of Commerce, educational associations and anti-opium societies, including the International Anti-Opium Association, Peking, are invited to nominate representatives to accompany the Committee. Owing to the vast areas separating the regions where poppy is cultivated, several sub-committees will be appointed. Admiral Sah Ohan Ping will be Chairman of the sub-committee investigating Fukien and Anhui; Mr. Li Kai Shen will hold a similar position for Shensi and Hupeh; Mr. Sung Tao Jen for Kansu and Szechuan; and Mr. Chen Tao Yuen for Jehol and Suiyuan. These sub-committees are instructed to make their investigations in conjunction with the local civil and military authorities. The Government expresses the hope that the public bodies mentioned above will nominate their representative as soon as possible.



## CORRESPONDENCE.

### THE NEAR EAST TANGLE.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS"]

SIR,—May a foreign observer, who enjoys your sympathetic British hospitality, seize the opportunity offered by your article of the 20th inst. entitled "Grave Situation in Eastern Europe" to voice the view which he has acquired by personal observation?

The Near Eastern situation was always grave to those who really knew it; it has now become obviously so even to that public which is not so closely acquainted with the facts. Those who have lived in the Near East saw this as soon as the Allied victory brought about the fall of the Turkish Empire. The adoption by the Turks of the Islamic religion, and their arrival on the coasts of the Mediterranean and the Balkan Peninsula were undoubtedly a calamity for mankind, and their utter defeat was one of the most striking results of the Great War. But, as usual, the politicians who direct affairs could not achieve that possible civil reconstruction which was the gift of their victorious soldiers as a cost which was only justified by the hope of a new earth.

At St. Jean de Maurienne (1916) the Allies signed a preliminary treaty by which Smyrna and the Occidental ports of Asia Minor were assigned to Italy, a nation not wholly unprepared for this onerous honour. For, with her vast Mediterranean coastline, the inspiring colonial traditions of Venice and Genoa, an overflowing population (40 millions in 120,000 square miles) and her lack of mineral riches, she urgently needed an outlet for her activities, not too remote from her coasts, where she could set her hand to the work of altruistic civilization. She was the more prepared by reason of her military strength to subdue the Turk, against whom the Venetians and the Genoese had conducted successful campaigns in the defence of Christendom.

In 1919 at the Versailles Conference a dispute arose between the then omnipotent Wilson and the Italian Delegates as to the city of Fiume, and during the absence of the Italian Delegates to consult the people of Italy (to whom Wilson had appealed over their heads) America, Britain and France empowered Venizelos to land Greek troops at Smyrna, thus breaking the treaty of St. Jean de Maurienne. On the return of the Italian Delegates an accomplished fact faced them. Venizelos was already publishing the programme of Greater Greece, namely to exstinguish the Eastern Roman (Byzantine) Empire, with its capital at Constantinople. Venizelos was not idly raving—he had the backing of the Powers befriending him. Those who have lived in the Balkans and the Near East know that the Greeks, though industrious, economical, and bravely patriotic, are a people of small numbers and small territory. Barren, roadless, her schools few and ill-managed, her minerals untapped, her agriculture antiquated, Greece could no more restrain the fierce Turk, fighting for his country's profit, than a child could control a bull. I wish nothing but good to the Greeks, especially at this sad moment in their history, but the comparison seems to me just.

When Lloyd George and Clemenceau, with Wilson's consent, gave Greece the mandate for Smyrna and the adjacent vilayet, they gave it more to the man Venizelos than to the nation he represented, and gave it not so much from a love for Greece as from the desire to provide an undeveloped country for exploitation by Anglo-French capital and a further military force at their disposal in the European competition of armaments. Venizelos had rendered undeniable services to France and Britain in the War, and they wished him to remain faithful to them as director of European affairs in the Near East. The Greek task began easily, for the Turk still felt his defeat and Greece was supported by the Anglo-French power. But already before the fall of Venizelos and Constantine's return things had taken a turn for the worse. Already the people of Greece began to feel the strain of a war conducted at a distance against a fierce enemy whose organization improved daily and who was fighting for his life. Meanwhile, in the early part of 1920, Anglo-French jealousy began to be evident. Venizelos had favoured both Powers equally at first, but later inclined to the richer and more powerful, thus sowing the seeds of discord with France, though this was more or less hidden in official relations.

At the Greek elections of 1920 (October-November) Venizelos' defeat and flight showed the two Allies that favours to him had, in the opinion of the Greek people, only reacted to their own disadvantage; that Venizelos and the Greek people were two very different things. Constantine and his court on their return felt that the undertaking in Asia Minor was a grave burden and a future danger to Greece. The populace, weary and deprived of so many of their youth, felt the same. Had Constantine's hands been free he would have solved this problem for his people by withdrawing from Asia Minor, retaining only the control of Smyrna. But the remaining Venizelists would have cried "treason," France had communicated Constantine's Government, and Lloyd George's support would only be continued if the venture in Asia Minor were carried to its conclusion.

From this time France and Britain pulled in opposite ways in Near Eastern politics. France succeeded, through her special envoy, Franklin Bouillon, in obtaining a treaty with Kemal Pasha by which, on withdrawing French troops from Cilicia, France was to have peace on her Syrian frontier. The other terms of this treaty are still largely unknown.

Constantine did his best to bring to a successful end the undertaking left by the other party. He urged patience and persistency on his people. From the military standpoint the Royal House did its best. The princes, including even Prince Andrew, went to the front, and for many months lived with the troops and encouraged them by their example. They cannot be blamed for the arduous venture in which Venizelos had involved his country, a venture with which even Britain herself is now finding it difficult to cope.

What could Greece do with France openly hostile and Britain holding her purse-strings tight? (The pound sterling in 1920 was worth 30/35 drachmas, but now it is 150.) The truth is that Greece is an innocent victim in the cogwheels of diplomacy used by the Powers to achieve their own political ends. It is for you British to judge whether Lloyd George did right in setting Greece against the Turks, who, as Mohammedans, will influence so many millions of their coreligionists in the British Empire. It is certain that the Greeks have been sacrificed without the destruction of the Turks.

I wish to emphasize a known fact which every day becomes more urgently important. Looking at the map of Europe and drawing an imaginary line from Holland to the Adriatic, we see Eastern Europe on its right, a mass of turmoil and disorder. Observe Germany, her 70 millions nursing a revenge which grows with its own suppression—a mass of small states, chaotic, unsettled, bellicose, some wretched, others enjoying booty, some unnaturally gross, others starved, oppressor and oppressed. The Russian Giant lies prone before his enemies, wounded by a gaggle of thieves, who seek nought but a nightmare revenge bred of race and religion, not content with the ruin of their own country but still striving for the dissemination of their poisonous doctrines in Europe, in Asia, in America.

Turkey flourishes again the sword of the Prophet, launching her hordes, drunk on the spirit of the Koran, seeking her lost Empire from India to the Black Sea, from Mongolia to the Atlantic. To Turkey the Treaty of Sevres was more a prescription for a tonic than a certificate of death. But enough—do not let us look further, where India, China and Japan provide yet further cause of disquietude.

To find a parallel to this picture, we must look back to that period between the Vth and IXth Centuries, A.D., when the barbaric invasions nearly extinguished the torch of the Greco-Roman civilization. To the normal man the vision is almost incredible. Can we avoid the impending catastrophe? There is only one course by which Western Europe can be saved from the danger of Germany, Bolshevism, and the Turk. The three Great Allies—Britain, France and Italy—must be fused into one, with a single spirit, a single programme. This can only be achieved if the men and the system be changed. Other political men, possibly younger, must be found to direct the foreign policy of the Allies. No necessary change of policy must deter us from a complete, continuous unity of the three peoples. I say "continuous" because otherwise we shall have only one of those temporary Alliances which last but a short time and bear in themselves the seeds of their own disruption.

The need is for a perfect union of the three States, with a Central Government, a "Committee of common safety" to face the future. How, otherwise, can the situation be remedied?

If you hold that my proposal for the union of the three Great States is too Utopian, then we must prepare for the final end of European civilisation. It will be a case of "saute qui peut."—Yours faithfully,

AN OBSERVER.  
Hongkong, September 22nd, 1932.

### MOVING ELECTRIC METERS.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS"]

SIR,—The attention of our clients the Hongkong Electric Company, Limited, has been drawn to a case in the Summary Court, recently reported in the Daily Press, in which it was made to appear that the work of altering or removing the Company's electric meters could be done by outside firms, but the Electric Company had to be paid a fee.

The Company wish to correct this erroneous statement, as the Company is very particular in allowing no one but its own servants to do anything to its meters, and any Contractor who is given work to do which involves moving or interfering with a meter has to notify the Company, which sends its own employees to do what is necessary to the meter.

For such labour and material as is required the Company makes a "flat" charge of \$5 (per meter), which, when a Contractor is employed on other electric work on the premises, is, of course, usually collected from him and by him included in his bill.

The Company asks the courtesy of your columns to make the above as widely known as possible. We are, Yours faithfully,  
JOHNSON, STOKES & MASTER.  
Prinse's Buildings.  
Shanghai, September 23rd, 1932.

## SPORT.

### GARRISON TENNIS LEAGUE.

R.E. "B" beat King's by 44 games to 37.

Q.M.S. Longbottom and S.S. Best (R.E.) lost to Lieut. Leader and R.S.M. Mitchell (King's), 4-3; lost to C.Q.M.S. Burnett and Sgt. MacManamon, 4-5; beat Sgt. Baker and Cpl. Beasley, 7-2.

S.S. Redpath and Spr. Newing lost to Leader and Mitchell, 3-6; beat Burnett and MacManamon, 2-7; beat Baker and Beasley, 6-3.

Spr. McWhinnie and Pilling lost to Leader and Mitchell, 3-6; lost to Burnett and MacManamon, 2-7; beat Baker and Beasley, 6-3.

Small Units beat King's by the narrow margin of three games. Scores not to hand.

League table to date:—

	P.	W.	L.	Pts.
R.E. "A"	11	11	0	11
R.E. "B"	11	8	3	8
R.A.O.C.	8	6	2	6
8th Co. R.G.A.	10	3	7	3
Small Units	10	3	7	3
R.A.M.C.	7	2	5	2
King's	9	0	9	0

Garrison Doubles Challenge Competition has been arranged to be played on 2nd, 3rd and 4th October.

## FOOTBALL.

### KING'S, 7, POLICE, 0.

With the object of trying out their new men, the Police played the King's a friendly game on the Murray Parade ground on Saturday afternoon. The match was very one-sided, for the King's fielded their Regimental team and won by 7 goals to nil. The Police had Wills, Mair and D. Clark of last year's team and eight new men. The splendid combination of the Military team prevented the Police team settling down and play was practically confined to Police quarters.

Love opened the score for the King's by turning a pass from Scott into the net. Jones put on two goals before the interval. Crossing over with a lead of 3 goals the King's again took charge of the game and Jones and Burnett showing good combination enabled the former to add 3 goals to the King's score. Scott who played a good game on the Military's left wing scored a beautiful goal, the ball just going under the cross bar.

The game ended with the above score. Of the new players R. McEwen was outstanding as a forward. In the second half he dropped to centre half to cover Jones, but the King's brilliant centre left him standing. Whant, playing centre forward for the Police, showed some knowledge of the game and should improve. Combination and understanding among the Police were lacking, but this is due to their meeting on a football field for the first time, and also to the fact that they were up against a very strong side. R.Q.M.S. Tyldesley was in charge of the game.

### SEAMEN'S STRIKE SEQUEL AT SHANGHAI.

TWO MONTHS' PAY DEMANDED FROM THE MEN.

AN INTERESTING SITUATION.

A sequel to the recent strike of seamen is being reported in native circles directly concerned, says the Shanghai Mercury. It appears that shortly after the final settlement had been effected with the China Merchant's Steam Navigation Company, the officials of the Union called the various foremen together and endeavoured to get them to obtain from each man compensation representing two months' wages.

This incensed the men who contend that any attempt on the part of the Union's officials to obtain monetary compensation is contrary to the objects of the Seamen's Union. The complementary Union, an organization entirely independent of the Chinese National Seamen's Union, is the first organization to oppose the demand put in by the officials of the latter.

It is now learnt that prominent members of the China An Guild have decided to hold a meeting to discuss the new situation.

The men argue that the Seamen's Union has not incurred so much expenses as to require a compensation representing two months' wages from each man. One of the resolutions which will be submitted at the meeting "aforementioned" is the following:—

"As the expenses incurred during the strike were paid by the various seamen's organizations, be it resolved that the Seamen's Union be asked to give a detailed account of the expenditure, also an accounting of the sum of money it had collected from the seamen, as well as to give the name of the bank wherein the money had been deposited."

The stand adopted by the Seamen's Union's officials recalls to mind the assertion given to a Mercury representative at the time of the outbreak of the strike by an official of one of the shipping companies concerned that the men who organized the Seamen's Union and the strike movement were merely political agitators in search of a living.

Intricate litigation is promised for the near future if the officials of the Seamen's Union do not withdraw their claim for compensation or if they and the ex-strikers do not come to an understanding.

## MAGISTRATE AND COMPLAINANT.

### APOLOGISE TO EACH OTHER.

The Chinese, who was on Friday charged with the theft of two lengths of chain from the Kowloon-Canton Railway, was sentenced to fourteen days' hard labour on Saturday.

On the previous day Mr. Hamilton informed the Police Inspector in charge of the case that he would be unable to proceed unless the complainant (Mrs. G. A. Walker, Traffic Superintendent) put in an appearance.

On Saturday, the Magistrate said to Mr. Walker: I am sorry to have brought you across, but the case cannot proceed without the presence of the complainant.

Mr. Walker: I am sorry I was not present yesterday, but I did not mean disrespect to the Court.

## ARMED ROBBER CAPTURED.

An armed robbery took place at No. 7, Upper Lascar Row, at about 7 o'clock on Saturday morning. Three men entered the building, two of them armed with revolvers and one with a dagger. The robbers made a haul of \$168. The woman occupant of the floor was robbed of all her jewellery. As the robbers left the house a Chinese constable caught the man, who was armed with the dagger. When searched at the Police Station a quantity of jewellery was found on his person.

## POSTAL AFFAIRS IN CHINA.

### THE ABOLITION OF FOREIGN AGENCIES.

JAPAN'S STRONG CASE AT THE CONFERENCE.

PEKING, August 13th.

The Sino-Japanese Conference on Postal Affairs now being held in Peking is said to be a purely technical one, the object of which is to make arrangements for mutual benefit, to facilitate postal relations between the two countries after the withdrawal of the Japanese post-offices, in pursuance of the resolution taken at the Washington Conference.

In the case of Japan the question of abolition of postal agencies in China assumes far more important and complicated aspects than in the case of other Powers concerned, and consequently its execution involves many technicalities which are by no means easy or simple.

For instance, the Japanese postal agencies to be abolished number 65, with 100 stamp agencies and 145 mail boxes, while the members of the staff in the service are 693. According to the statistics of 1920, 57,007,527 pieces of mail matter were handled by these 65 offices in that year. That is to say, over seven per cent. of the Chinese mails handled by the entire Chinese postal service in a year. The number of postal parcels handled by the Japanese offices in the same year amounted to 915,000, or 11 per cent. of those handled by the Chinese post-offices throughout China; and in the money order and savings bank services these Japanese post-offices transacted business to the enormous extent of ¥81,284,400, or about 78 per cent. of that handled by the Chinese post-offices.

The above figures show clearly how seriously the abolition of these postal agencies will affect both foreigners and Chinese, especially Japanese, of whom there are some 400,000 living in the various places of China from which the postal agencies are to be withdrawn.

It may be recalled that a Chinese delegate declared at the Washington Conference that China was maintaining and would continue to maintain relations with all foreign countries to meet all requirements. Placing full confidence in this declaration of the Chinese delegation, the Powers interested in the question agreed to abolish their postal agencies in China on the condition, among other things, that China continuously should maintain efficient postal services. It is, therefore, beforehand regarding the substantial arrangements to be adopted after the withdrawal of the foreign postal agencies in China, by the Chinese Postal Administration to furnish the same facilities and conveniences for foreigners through the foreign postal agencies in China.

As a matter of fact, there is an agreement between Japan and China concerning the exchange of mails and postal parcels, which was concluded some 12 years ago. It is, however, now regarded as necessary that new arrangements should be made for the benefit of these two countries, in order to meet the new requirements following the withdrawal of the Japanese postal agencies. Moreover, in view of the close economic and postal relations of China and Japan, it is thought desirable for them to make arrangements concerning money orders, trade charges on parcels, insurance of letters and other special services in conformity with international conventions. The Conference now in progress, therefore, contemplates arriving at an agreement on these matters.—Reuter.

Ben Turpin, the cross-eyed comedian, who has already made friends with Hongkong picture-goers, plays the hero's part in "Married Life," the hilariously funny five-reel Mack Bennett comedy which made a successful beginning on a brief season at the Coronet yesterday.

## LANE, CRAWFORD, LTD.

### English Fruits in Syrup.

Chiver's Strawberries	per tin	1.00
" Raspberries	"	1.50
" Black Currants	"	1.60
" Gooseberries	"	.70

(Delicious with Nestle's Thick Cream.)

Chiver Jellies	per pk.	.30
Lazenby Custard Powder	per tin	.35
Brown & Polson Cornflour	"	.60
Hubbard's Scotch Shortbread	"	2.40
" Rusks	"	2.00

### Peek Frean's Biscuits.

Special Afternoon Tea	2.00
Imperial Assorted	1.40
Wedding	1.20
Cream Horn	1.20
Bath Oliver	1.40

## SODA FOUNTAIN

### CAFÉ WISEMAN.


### SUNDAES, PUNCHES,

### ICE CREAM SODAS,


### ALL FLAVOURS

BEST SERVICE. HIGH QUALITY.  
LOW PRICES.

LANE, CRAWFORD, LTD.




## TALKING MACHINE




### NOVELTIES

"DANCING RASTUS"  
"BOXING DARKIES"

PERFORM ON ANY GRAMOPHONE.



## ANDERSON'S





# Powell

TELEPHONE C. 3146.

## GENTLEMEN'S EVENING DRESS WEAR.

This is a specialty with us, great care being taken by our London House whereby we receive only the NEWEST and MOST UP-TO-DATE goods procurable.



New Stock Just Received in

SHIRTS	TIES	SOCKS	DRESS SHOES
COLLAES	PUMPS	BRACES	HANDKERCHIEFS

DRESS SUITINGS

STYLE AND FIT EXCLUSIVE. CLOTHS GUARANTEED.



## NEW ADVERTISEMENTS

## NOTICE

MR. J. C. BARRETT having RESIGNED his authority to sign on behalf of this Company from DATE THE UNION TRADING CO., LTD. Hongkong, 25th September, 1922. [152]

## VICTORIA RECREATION CLUB.

THE FOURTH NIGHT FETE which was to be held on Thursday, the 21st instant, at 8 p.m., will take place TO-NIGHT (MONDAY), the 25th instant, at 9 p.m.

## BAND IN ATTENDANCE.

## PROGRAMME:

1. 2-Lengths Play Handicap (Open).
  2. Do. Girls do.
  3. 800 yards Championship of the Colony.
  4. 4-Lengths Members Handicap.
  5. Ladies.
  6. Team Race—Inter-v. The Rest.
  7. High Dive.
  8. Water Polo.
- Admission—Members 50 cents; Non-members 10 cents. Ladies, soldiers and sailors 50 cents. Reserved seats can be looked at the Club—[152]

A. M. McKIRDY,  
Hon. Secretary.

## NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER "MANTUA."

Arrived Hongkong on 23rd SEPTEMBER, 1922.  
From ANTWERP, LONDON, GIBRALTAR, MAINTERRA, ALEX. BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the steamer. Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. GODDARD & DOUGLAS at 10 a.m., on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 23rd September, 1922. [152]

## VICTORIA DIOCESAN ASSOCIATION

## IN AID OF THE

## "NANNING FUND."

## A PIANOFORTE RECITAL

WILL BE GIVEN BY  
MR. ERIC RICE

IN THE  
BALL ROOM, GOVERNMENT HOUSE,

ON  
THURSDAY, 5th OCTOBER,

AT 9.15 P.M.

VOCALIST—MRS. GANDY.

Tickets—\$3. Obtainable from—

MRS. SEVERN,

GOVERNMENT HOUSE,

THE ANDERSON MUSIC CO.,

BRANSONFIELD ARCADE.

[1516]

## NEEDHAM GUNS.

A "Hand Made" Gun of British Manufacture.

## THE CHALLENGER.

DOUBLE BARREL, 12 BORE SHOT GUN.

Model No. 1.....£10.100

Model No. 2.....12.120

Ejector Model No. 3.....16.160

Sportmen are cordially invited to inspect a Sample Model on show

at

## THE HONGKONG SPORTING

ARMS AND AMMUNITION

STORE,

5 & 6, Beaconsfield Arcade.

J. V. NEEDHAM, BIRMINGHAM.

(Proprietors: W. W. GREENER, LTD.)

[1492]

## THE CORONET.

TO-NIGHT AND TO-MORROW.

BEN TURPIN

IN

## MARRIED LIFE.

## KOWLOON THEATRE.

TO-NIGHT ONLY.

## THE GIRL IN

A TAXI.

## INTIMATIONS

## NOTICE

THE CHINA SPECIE BANK, LTD., will REMOVE to its New Premises No. 8, DUNDAS STREET on MONDAY, 25th SEPTEMBER, 1922.

CHINA SPECIE BANK, LTD. [1501]

## PEAK HOSPITAL.

WANTED, Fully Qualified MATRON for PEAK HOSPITAL from 1st January, 1923.

Applications should be addressed to the Undersecretary before October 10th, 1922, and should be supported by recommendations from two Medical Practitioners in China or Hongkong.

By Order,

D. K. BLAIR,

Secretary & Treasurer,

PEAK HOSPITAL COMMITTEE.

Hongkong, 19th September, 1922. [1507]

## PEAK HOSPITAL.

WANTED, in March 1923, three Fully Qualified NURSES for the PEAK HOSPITAL.

Apply stating Qualifications and Particulars of Experience to the Undersecretary.

By Order,

D. K. BLAIR,

Secretary & Treasurer,

PEAK HOSPITAL COMMITTEE.

Hongkong, 19th September, 1922. [1508]

## THE HONGKONG JOCKEY CLUB.

THE FOURTH GYMKHANA is held for SATURDAY, OCTOBER 14th, 1922.

Draft Programmes and Entry Forms may be obtained at Race Course, Hongkong Club, and Causeway Bay Stables.

Entries close Saturday, 30th September, 1922.

[1517]

## THE HONGKONG &amp; WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY GIVEN that the SHARE REGISTER and TRANSFER BOOKS of the COMPANY will be CLOSED from the 2nd to the 10th OCTOBER, 1922, both days inclusive.

Warrants for the INTERIM DIVIDEND can be obtained at the Office of the Company, 2, QUEEN'S BUILDINGS, Hongkong, on and after the 11th OCTOBER next.

By order of the Board,

R. M. DYER,

Chief Manager.

Hongkong, 18th September, 1922. [1497]

## S.S. "TUNGSHING."

STRANDED IN SWATOW HARBOR.

Messrs. JARDINE, MATHESON & CO., LTD., General Managers, Indo-China Steam Navigation Co., Ltd., Hongkong, are prepared to receive TENDERS for the temporary repair, floating, and delivery of the above steamer, her stores, apparel and tackle, situated in the Harbor of Swatow, in a condition for proceeding to Hongkong.

Permits for inspection of vessel as she now lies, will be issued on application to the above.

[1404]

## PARTICULARS

## VALUABLE LEASEHOLD PROPERTY

Situate

No. 13, WING HING STREET,

VICTORIA, HONGKONG.

To be Sold, by Order of the Mortgagee

By

PUBLIC AUCTION,

IN ONE LOT

ON

MONDAY,

The 2nd DAY OF OCT., 1922, at 3 O'CLOCK P.M.

By

Messrs. LAMBERT BROTHERS

At Their Office, DUNDAS STREET.

[1397]

## THE Property consists of First ALL

THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2166 together with the messuages, erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2166 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with valuable machinery now situated on or upon the said premises and at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from

Messrs. HASTINGS & HASTINGS,

Solicitors,

8, Des Voeux Road Central,

and

Messrs. LAMBERT BROTHERS,

Auctioneers.

[1397]

## J. B. LAL.

## THE ABLE INDIAN PHYSICIAN

FROM SINGAPORE.

is now ready to receive anyone who wishes to consult him on the following diseases, viz., Cold, Catarrh, Headache, Hemorrhoids, Ears, Pain, Giddiness, Toothache, Running of the Nose, Neuralgia, etc., etc., and

GUARANTEES TO CURE

the above diseases in less than

TWO MINUTES.

I can cure all kinds of Eye diseases as well as other sicknesses and guarantee to cure

radically.

\$1,000 REWARD.

A Reward of \$1,000 (one thousand) will be paid to any person who is able to cure the above mentioned diseases within 2 minutes, providing he does not make use of any medicine.

The medicine is my own preparation.

Consulting charge ... \$3.00

Visiting Fee ... 5.00

Consulting hours 9 A.M. to 12 Noon.

" " 3 P.M. to 6 P.M.

J. B. LAL.

c/o KING EDWARD HOTEL,

Room No. 48. [1335]

Adv.

## INTIMATIONS

## NOTICE

HAVING RESIGNED from my Position as Manager of the Export Department of the UNION TRADING COMPANY, LIMITED, the Power of Attorney given me by the Firm to sign its name for Procurement will be invalid as from THIS DATE, the same having been returned by me to the Company for revocation.

J. C. BARRETT.

Hongkong, 21st September, 1922. [1515]

## "OLEN" LINE, LIMITED.

## NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, GENOA, PORT SAID & STRAITS.

## THE Motor Vessel

## "GLENOGLE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 30th Sept., 1922, at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on 25th Sept., 1922, at 10 A.M. Claims against the steamer including those for cargo short delivered, must be presented on the special form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 22nd September, 1922. [1519]

## NOTICE TO CONSIGNEES.

## OCEAN STEAMSHIP CO., LTD.

## CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "ORESTES"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 23rd September.

Optional cargo will be landed, unless notice has been given prior to Steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon, within the free storage period.

No claims will be admitted after the goods have left the Steamer's Godown, and all Goods remaining undelivered after the 25th Sept., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 13th Oct., or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 22nd September, 1922. [1520]

## FOR SALE.

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 1 storied brick and concrete building suitable for office and godown.

Further details apply.

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[486]

## PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes QV, RF, RU, RW, TH, TU.

HAIRNETS.—To introduce we offer the Finest Quality, handmade from sterilized human hair. Capnets \$2.00 dozen. Fringes \$2.50, any colour. Postage paid. Tel. 4306 or write P.O. Box 484. [245]

LOST in Chamberlain Road, Peak, on Wednesday, September 20th, at 7.45 p.m., A Small Leather Despatch Case with W.E.D. stamped upon it. The finder is requested to return it to the Registrar, Supreme Court, who is authorised to pay a Reward of \$20. [243]

TO LET.—New Building in Jordan Road, Kowloon, 1st Floor—3 Rooms, Ground Floor—2 Rooms. For particulars apply to Messrs. Koon Tai & Co., 24, Des Voeux Road Central. [244]

TO BE LET.—Godown—Spacious Two storied Godown, situated on the Praya near Bowington Canal and containing approximately 5,000 square feet on each floor. To be let to the end of the year.—Apply Z, office of this paper. [234]

## PLATE GLASS WINDOW.

"Looking through my Toric lenses is like looking through a fine plate glass window," said an American lady, in the course of her remarks while in a tramcar the other day. She said just the right thing. It cost a bit more to build a plate glass window and it cost a bit more to make a pair of Toric lenses than the ordinary flat kind. Torics are more than worth the small difference in cost to you in the added comfort you derive from their use. Toric lenses of any prescription are manufactured by The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 54, Queen's Road, Central.

Adv.

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—

## BIRTH.

BALIS.—At Shanghai, on September 17th, to Mr. and Mrs. J. BALIS, a daughter.

DEATH.

KUPCH.—At Kuling, suddenly, Louise HENRIETTE KUPCH, nee Guignard. Aged 38 years.

HONGKONG OFFICE: 10A, DES VOEUX RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, SEPTEMBER 25th, 1922.

## THE TRADE BAROMETER

## RISING.

The steady if slow revival of the trade of the world is convincingly shown in the statistics relating to unemployment in Great Britain. The War, in the picturesque phrase of the Minister of Labour, left the whole mechanism of international trade and commerce upon the scrap heap. Therefore, the depression is world-wide in its incidence, lighter here, darker there. Trade Union unemployment figures are quoted in a recent article by the Minister of Labour in *The Observer*, as affording "grim testimony to the completeness of the smash-up of 1914-1919," and as indicating the extent of the recovery. They reached their "peak" in June of last year with an unemployment percentage of 23.1 per cent. "Since that time there has been a painfully slow upward tendency, with the result that the percentage to-day (i.e., in the month August) is 14.8 per cent.—nearly twice as big as the worst figure of the ten years before the War." The average of those ten years was 4.7 per cent. To give an idea of the numbers of unemployed Dr. MACNAMARA quotes the records of persons registered as wholly unemployed at the Employment Exchanges at the period referred to as the "peak" of unemployment and to-day. They compare as follows:—

July 1st, 1921. To-day.

Men ..... 1,408,170 1,098,500

Boys ..... 77,834 44,500

Women ..... 428,846 153,700

Girls ..... 63,378 33,600

Total ..... 2,040,278 1,328,600

The "short-time" figures, which were on July 1st, 1921; 934,780, are now 62,100.

A contrast eloquent of the improvement in the textiles.

The Minister thinks that these figures will improve week by week, though not very markedly, until the seasonal depression that the fall of the year brings with it, but he does not think the figure will get much, if at all, below 1,300,000. "And it must not be forgotten," Dr. MACNAMARA says, "that this is the third winter in succession. Its pinch will inevitably, therefore, be more acute; and particularly in the industries and localities which have continuously been and still remain below the level of the country as a whole."

Shipbuilding is, perhaps, our blackest spot. It reacts, of course, upon iron and steel, industrial home coal, and large branches of the engineering industry. Localities whose activities are wont to be exclusively or even largely concentrated in these fields will need all the help we can give them in the months immediately before us.

During this long period of depression the Government and the Municipalities have been unrelenting in their endeavour to find remedy and relief. "By common consent work is infinitely preferable to financial relief." On schemes of public utility devised for the purpose of affording employment some 10 or 20 millions of money have been provided by the Government and Municipalities since the slump developed, and they have arranged, amongst other things, to continue the scheme of assistance towards interest and sinking fund up to a total of a further ten millions in respect of the capital cost of new schemes which have been submitted to meet the needs of the problem in the coming winter. But with the best intentions in the world, the Minister of Labour says, there are large classes of the community for whom suitable relief work cannot be found. "The only remedy for them is to get things on the rails again and the wheels of industry going round, so that they may return to the work for which they have been trained. To that end we have done and are doing all we can to stimulate trade revival. That is why we have established what is known as the Export Credits Scheme. Under that scheme we have sanctioned trading credits so far up to a total of 16½ millions with a view to the recovery of our foreign markets. "The Act under which we are here operating was due to come to an end on September 8th. But we have continued it under the Expiring Laws Continuance provision for another year."

</



# THE NEAR EAST CRISIS RELIEVED.

## ALLIED PROPOSALS TO THE KEMALISTS. CONDITIONAL OFFER OF TURKISH SOVEREIGNTY OVER THE STRAITS. PROPOSALS APPARENTLY SATISFACTORY TO TURKEY.

LATEST CABLES.

### THE NEAR EASTERN SITUATION.

#### FRENCH PRECAUTIONS AT STAMBOUL.

CONSTANTINOPLE, September 23rd.

The French Commander has informed the British authorities that he can assure the maintenance of order in Stamboul in the event of trouble at Constantinople. French "whippet" tanks have been brought to a central vantage point, near Scraglio Point and the French Garrison at Stamboul has been strengthened by a battalion from Chatalja.

The French Government has sent a wireless message to Mustafa, requesting him not to take action until the arrival of its special emissary, who left Paris yesterday for Smyrna.

#### BRITISH NAVAL CONCENTRATION IN THE STRAITS.

LONDON, September 23rd.

It is stated that the British Naval force concentrated in the Straits will shortly include at least seven capital ships, mounting altogether sixty 13 inch and eight 15 inch guns.

#### ANOTHER RUSSIAN NOTE.

Following the Russian Note of Sept. 14th, another Note has been addressed to the Allies which says Russia cannot consent to the Straits being opened to the handshakes of any country, or to British control of the Straits against the wishes of the powers possessing vital interests in the Black Sea, who should have the right to decide the fate of the Straits. Russia cannot recognise any new regime which may be established without consultation of Russia.

#### TENSION LESSENS AS TIME PASSES.

LONDON, September 23rd.

Despite the dangerous concentration of Kemal forces in the direction of the Straits, coincident with the assembly of the growingly powerful British naval and military forces, there is a distinct lessening of the tension, here, as time passes without a clash and the diplomatic forces of the Allies focusing all their energies on a peaceful solution. The French are redoubling their efforts to prevent imprudence on the part of the Kemalists and are sending M. Bouillon, the negotiator of the Franco-Anglo Treaty, aboard a fast destroyer in order to use his influence with the Kemal leaders.

#### ALLIES RESUME DISCUSSIONS.

Yesterday's resumed discussions at Paris between Lord Curzon, M. Poincare and Signor Sforza, which lasted four hours, centred on the nature of the invitation to Ankara, the Franco-Italians endeavouring to embody therein assurances regarding Thrace, Adrianople and Constantinople, while Lord Curzon thought any modification of the Treaty of Sevres should only be formulated at a peace conference. The Allies will probably send separate Notes if a collective Note is not agreed on to-day.

It is expected that the Turks will be invited to the preliminary conference at Mudania, with a view to an Armistice.

#### FRENCH INTENTIONS.

Judging by Paris semi-official statements, the French contemplate fully restoring Constantinople to the Turks also withdrawing Allied troops, but placing Thrace under Turkish Sovereignty, with the League of Nations administering it, similarly to Sarre, while the Straits will be demilitarised with central safeguards.

#### A CONFERENCE OF CANADIAN POLITICAL LEADERS.

OTTAWA, September 23rd.

The National Progressive Leader has been summoned to confer with the Premier and Mr. W. L. Mackenzie King (Leader of the Opposition). The latter announces that his personal view is that a promise to send or the actual despatch of Canadian troops to the Near East should be decided by Parliament.

#### CANADIAN GOVERNMENT CRITICISED.

TORONTO, September 23rd.

Ex-Premier Meighen, addressing a gathering of business men at the Conservative Club, assailed the delay of the Government in replying to Great Britain's appeal. He asserted that a policy of delay might drag Canada into war. What Great Britain desired was a declaration of the Empire's solidarity. Mr. Meighen would back Mr. Mackenzie King in rushing a message of loyal co-operation similar to those sent by New Zealand and Australia. "Yet Canada, which was a party to the Sevres Treaty, and when asked to stand by that compact should have said, 'aye ready,' did nothing."

### BRITISH DESTROYER COLLIDES AND SINKS.

CONSTANTINOPLE, September 23rd.

The British destroyer *Speedy* sank in seven minutes in the Sea of Marmara as the result of a collision with a Dutch trawler.

Ten of the crew of the *Speedy* were drowned and 57 rescued.

#### EARLIER CABLES.

#### AUTHORITATIVE STATEMENT OF BRITISH POLICY.

REPORTED KEMALIST SEIZURE OF DARDANELLES TOWN.

LONDON, September 22nd.

Reuter has received an authoritative statement of the British attitude concerning the Near East, which declares that Britain is seeking nothing for herself and is pursuing no short-sighted policy based upon "amateur propriety." Her supreme interest, no modification of which can be entertained, is neutralisation of the Straits, with full guarantee of free navigation for all countries under the League of Nations or other effective international organisation. All other matters are secondary and subject to peaceful accommodation between Turkey and the States more directly concerned.

While the Government is completing naval, military, and air measures to safeguard the neutrality of the Straits and covering positions, it in no way desires to precipitate hostilities. War will never come from the British side, but is only possible if Kemal forces attack positions occupied by the Allies at the Armistice and held consistently as neutral territory throughout Greco-Turkish hostilities. The situation therefore, is in Kemal's hands, but there is at present no reason for supposing that Kemal will choose to apply force of arms to questions which can be settled by conference. There is no secret about the strength of the Turkish forces, and no weight is attached to exaggerated alarmist estimates of what she can put in the field.

#### TURKISH AND BRITISH MILITARY ACTIVITY.

CONSTANTINOPLE, September 22nd.

It is reported that the Kemalists have seized the town of Ezine, on the Asiatic side of the Dardanelles, and are threatening Kumkale, an important key position to the Dardanelles.

It is also reported that the Kemalists are bringing up their big Skoda batteries; while British aeroplanes are flying over the Nationalist lines.

#### IS CONSTANTINOPLE THE OBJECTIVE OF CONCENTRATION?

LATER.

Reliable reports of a serious concentration of Kemalists at Ismid, whether Mustafa Kemal personally is proceeding, has given rise to the belief that the Kemalists will make Constantinople their objective instead of Chanak, inasmuch as larger supplies are available in the Ismid region, while the hostile population of Constantinople might cause trouble in their rear. Nevertheless, a more optimistic tone generally prevails, based upon reports of the successful outcome of the Pelle-Kemal conversations. The Kemal forces on the Chanak frontier have not committed any overt act of hostility, but their numbers are increasing.

#### CONFERENCE IN PARIS.

PARIS, September 22nd.

To-day's Near East conference was centred upon the form of invitation to be sent to the Turks, especially as to whether territorial negotiations, notably regarding Thrace, should be mentioned therein.

Marquis Curzon afterwards declared that deliberations would continue to-morrow afternoon, as much remained to be discussed, and M. Poincare wished to consult the Cabinet before meeting again.

#### DR. NANSSEN ADVISES LEAGUE MEDIATION.

GENEVA, September 22nd.

Developing the proposal for the League of Nations' mediation in Asia Minor, Dr. Nansen stressed the necessity of rapid action, and suggested that the Council get into communication with the Powers, when, if they spoke with the present unanimity, they would have strong moral authority. He further suggested summoning the two belligerents upon a footing of absolute equality to a conference under the auspices of the League.

Sir William Cook thought Dr. Nansen's resolution too moderate and wished it to be worded in a more energetic form.

Persia and China supported Dr. Nansen, whilst Dr. H. A. L. Fisher (Britain) warned against complicating the task of the Paris Conference but said Britain was anxious to secure the co-operation of the League.

He declared he was aware that the Dominions wished the League to play a most active role in the Near Eastern problem. The British Government would respect this sentiment and take it into account in any subsequent negotiation. Dr. Fisher moved a resolution hoping the Council would lend any assistance which may be asked by the Powers engaged in the negotiations.

Lord Robert Cecil (for South Africa) dissented, contending that the League ought to be prepared to act by itself, without waiting until asked. M. Hanotiau (France) and M. Marguier (Italy) supported Dr. Fisher's proposal. Finally a Committee was appointed to draft a joint proposal for submission at the next meeting.

### REVISION OF THE TREATY OF SEVRES.

LONDON, September 22nd.

Official circles in London discount the statement attributed to Kemal circles in Constantinople (that the Turks demand settlement of the question of Thrace in their favour). They opine that direct official news from responsible Turkish Ministers must be awaited. Meanwhile there is a feeling of confidence in the result of the moderating influence of the French upon the Kemalists. The Star learns that Britain is prepared to concede generous terms to the Turks, and to agree to a drastic revision of the Treaty of Sevres.

#### AMERICAN ARRANGEMENTS FOR EVACUATION.

NEW YORK, September 22nd.

A message from Constantinople states that several American organisations in the Near East, including the Standard Oil Company, are arranging to withdraw their employees, if necessary. There are about five hundred Americans in Constantinople. Admiral Bristol is arranging for their safety in the event of an emergency.

#### KEMALISTS WAITING ON PARIS CONFERENCE.

PARIS, September 22nd.

A message from Adana says it is stated in Nationalist circles that the Kemalists intend to avoid measures of force until they learn the result of the Paris Conference, but in the event of failure to reach a satisfactory solution thereat, military action will become inevitable.

#### LATEST CABLES.

#### WORLD'S PRESS AT DOWNING STREET.

#### MR. LLOYD GEORGE EXPLAINS BRITAIN'S POSITION IN THE NEAR EAST.

#### FREEDOM OF AN ESSENTIAL WATERWAY MUST BE SECURED.

LONDON, September 23rd.

Mr. Lloyd George, addressing Press representatives at Downing Street, said he wished to explain the facts of the position in the Near East in view of misapprehension existing as to the character of the difficulties that had arisen. He declared that the strengthening of military and naval forces was dictated by two supreme considerations: first, anxiety regarding the freedom of the seas between the Mediterranean and the Black Sea, which was an essential primary condition. The War demonstrated most clearly that the freedom of the Dardanelles was vital to the security of the Empire and the protection of commerce. The closing of the Straits by Turkey—who owed more to Britain and France than any power in the world—was an act of perfidy which was responsible for the collapse of Russia, the defeat of Rumania and the prolongation of the War two years.

#### A PEACE EQUIVALENT TO A DEFEAT.

It was an essential condition of world peace that there be an effective guarantee for the freedom of the Straits; a Peace signed without achieving that object would be equivalent to defeat. Therefore, the first purpose of British action in the last few days had been to ensure the freedom to civilisation of this essential waterway.

In doing this, Britain was not taking separate action, but simply carrying the policy agreed upon between the Allies in 1918. "We have not departed therefrom one iota," he said, "and could not do so without betraying the trust which the Empire rested in us."

#### TO PREVENT "AN EXCEPTIONALLY HORRIBLE" WAR.

The second object of the strengthening of Britain's naval and military forces in the Near East, Mr. Lloyd George continued, was "to prevent an exceptionally horrible war spreading to Europe. He would not attempt to apportion the blame between the Greeks and the Turks, but the fact that Smyrna was destroyed and that massacres had occurred was sufficient justification for British policy. If an Army which could not be restrained from perpetrating such outrages crossed to Constantinople he feared there might be a repetition of the terrible incidents. There was danger, also, of a spread of the conflagration among the inflammable Balkans."

#### "THE INFLAMMABLE BALKANS."

The Premier recalled that the war of 1914 began in the Balkans. He, therefore, regarded it as of paramount importance to European peace that the War in Asia Minor should not spread to Europe. Mr. Lloyd George emphasised that Britain had been most impartial as between Greeks and Turks. The Greeks recently threatened to march to Constantinople, necessitating a passage through the Neutral Zone. The British Generalissimo of the Allied Forces had warned the Greeks in terms identical with those just used to Mustafa Kemal that he could not allow them to enter the Neutral Zone.

Incidentally, the Premier mentioned that the Government's military advisers regarded it as essential that Chanak should be held in order to secure the freedom of the Straits to unarmed vessels. He proceeded to emphasise that it was not desired to hold Gallipoli or Chanak in the interest of Britain alone. "It did not claim that Britain alone should have sole responsibility," he added. "On the contrary," he added, "we believe these important shores should be held under the auspices of the League of Nations in the interest of all nations alike."

The freedom of the Straits was a matter of life and death to Rumania and Russia, and fundamental in the interest of the world's commerce.

The British Government, however, did not go back on anything it has said about Constantinople remaining Turkish, nor of putting up any fight regarding sovereignty of Eastern Thrace.

#### BETTER SECURITY THAN IN 1914.

Concluding, the Premier stressed that Britain was not departing from the agreed policy of the Allies, enunciated in 1918. He recalled that the proposals for the protection of minorities by Mandates broke down but "the Straits remained."

He added, "The fight we are putting up, presently, is to ensure that, whatever happens at the Peace Conference, we shall not abandon the policy of securing the freedom of the Straits. By that I do not mean clauses depending on the caprice of Constantinople Government. The security must be more reliable and more effective in character than in 1914." That was why Britain had taken the steps she had and would do her best to secure an immediate Conference.

#### THE APPEAL TO THE DOMINIONS.

Mr. Lloyd George said the reason the Government made an appeal to Australia and New Zealand, particularly, was because those Dominions had a special interest in Gallipoli where they had made great sacrifices of thousands of their most precious sons in the cause of the freedom of the Straits. The Government felt, when that freedom was challenged, that Australia and New Zealand had a right to associate themselves with Britain in any action to maintain what cost so much to achieve.

#### BRITAIN NOT SEEKING A "SECOND GIBRALTAR."

Replying to a questioner, Mr. Lloyd George reiterated, emphatically, that Britain did not want a second Gibraltar at the Dardanelles, but wanted the League of Nations to keep the Straits open for all nations.

#### A REPLY TO CANADIAN CRITICISM.

MR. LLOYD GEORGE INTERVIEWED BY REUTER.

Mr. Lloyd George, after the address to Pressmen at Downing Street (which lasted fifty minutes) spoke specially to Reuter's representative on the subject of the Dominions—notably Canadian—criticisms of the method of publicity used by the British Government. Mr. Lloyd George, as regards the invitation to the Dominions to send contingents, emphatically denied that the Dominions were in any wise being exploited for political purposes and said there was no question of any such thing; the impression was entirely unfounded. The Cabinet felt that the sacrifices of Australia and New Zealand in Gallipoli entitled them to be consulted when the question of the freedom of the Straits was involved. The Cabinet decided, therefore, that those Dominions were entitled to participate in the defence of the Straits. The Cabinet felt, at the same time that it was impossible to ask two dominions without inviting the remainder; thus Canada and South Africa were also approached. Mr. Lloyd George commented that Canadian criticisms specially referred to the fact that no such invitation was made in 1914 when the Dominions spontaneously volunteered.

#### REPUBLIC FORMED IN TURKESTAN.

#### RECOGNITION BY THE SOVIETS.

CONSTANTINOPLE, September 23rd. It is announced here that Moscow has formally recognised the Republic of Turkestan, comprising Jara and Khiva with Enver Pasha as President.

#### UNHAPPY IRELAND.

#### MORE HOPEFUL FEELING IN SPIRE OF DARK FEATURES.

LONDON, September 23rd. A feeling of hopefulness as regards the future and the present is in the ascendant in Ireland, notwithstanding the continuance of outrages in the heart of that unhappy country. Grace is taken from the fact that Parliament is functioning steadily and pursuing its duties under the courageous leadership of the new President, Mr. Cosgrave.

Darker features are furnished by the record of new crimes, chiefly ambushes by National troops and the fighting about Sligo, which is particularly severe.

A striking example of fraternal strife is afforded by the shooting of the young irregular leader, MacNeill, whose two brothers hold high rank in the National army, while the father, Professor MacNeill, Minister of Education is regarded as a most distinguished member of the Dail.

Ulster is still on the *qui vive* and Belfast is still a danger spot for disturbances, although quieter than recently.

#### BRITISH ARMY PLANE CRASHES.

#### PILOT TWO NON-COMMS AND THREE PRIVATES KILLED.

LONDON, September 23rd. The Pilot, two non-comms and three privates of a huge bombing plane were killed while participating in army manoeuvres, the machine crashing. The machine burst into flames when she struck the ground and was completely destroyed, three of the occupants being incinerated. The others were thrown clear. There were thousands of spectators and the field was brilliantly illuminated with searchlights.

#### THE ALLEGED VENIZELIST PLOT.

#### NUMBER OF ARRESTS IN ATHENS.

ATHENS, September 23rd. A number of arrests have been made in connection with the alleged Venizelist plot. (Continued at foot of next column.)

### FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

#### THE OPIUM DEBATE IN THE LEAGUE OF NATIONS.

#### CHINESE DELEGATION'S APPEAL.

LONDON, September 23rd.

A special message amplification of the opium debate in the Assembly of the League of Nations at Geneva, reported in Thursday's paper, states that Chao Hsiu Chu said that the Chinese delegation had been instructed by its Government to appeal to the League for immediate steps to be taken to put a stop to the smuggling of morphia into China; also, through the Assembly, to appeal to those countries manufacturing morphia not to allow such harmful drugs to be freely exported from any country as these might finally be smuggled into China. They sincerely hoped that the system of export and import certificates would prove a remedy for smuggling.

#### RUSSO-JAPANESE CONFERENCE.

#### JAPANESE ATTITUDE DEFINED.

TOKYO, September 23rd.

It is learned from a reliable source that the Cabinet has instructed delegates to the Conference at Chang Chun that the first Agreement must apply to China only, and become effective immediately on signature. The Nikolievsk affair and the occupation of Saghalien are declared to be so closely connected that they cannot be discussed separately. Japan will be prepared to discuss the evacuation of Saghalien after the Chita Agreement has been concluded. If the Russians insist on discussing Saghalien at the present Conference Japan will withdraw. Japan agrees to the application that the prohibition of propaganda and hostile movements be extended to Soviet Russia.

#### DISCUSSION OF NICOLAEVSK AFFAIR STILL PROCEEDING.

CHANGCHUN, September 23rd.

The Conference resumed session on Saturday. Acting on instructions from Moscow, the Russians insisted on the evacuation of Northern Saghalien, which must be considered independently of the Nicolievsk affair.

They requested a fixed date for the withdrawal of troops, to be declared beforehand; to which the Japanese persisted in their former attitude that the evacuation of Saghalien will be effected immediately upon the settlement of the Nicolievsk affair, which will be considered forthwith.

After signing the general agreement now under discussion, they declared it would be impossible to indicate a date for evacuation before signing the agreement finally.

It was decided to adjourn the Conference until the Japanese receive final instructions from Tokyo.

#### MANILA BANK OFFICIAL SENTENCED.

#### SPECULATION IN EXCHANGE WITH THE BANK'S MONEY.

MANILA, September 23rd.

Eleuterio Santos, ex-Assistant Chief of the foreign department of the Philippine National Bank has been sentenced to eight years' imprisonment for defrauding the Bank through the purchase and sale of German marks. It was alleged that Santos purchased 100,000 German marks with the Bank's money and then sold the marks to the bank at a higher price, retaining the difference.

#### RUBBER RESTRICTION.

#### DIFFERENCE OF OPINION STILL PREVAILS.

LONDON, September 23rd.

A telegram from Amsterdam states that advice from London confirm the statement made by Mr. Copeman, Chairman of the Eastern International Rubber Produce Trust, that prominent British rubber enterprises in Dutch India are supporting the voluntary limitation of production.

The Dutch Minister for the Colonies, however, is hesitating to submit official proposals in view of the rubber interests' opposition to an export duty and similar measures. Limited tapping is now advised.

#### FRENCH SEAMEN REFUSE DUTY.

#### CONSEQUENT ON INCREASED HOURS OF WORK.

BOURDEAUX, September 23rd.

In consequence of the decision of the owners to enforce the abolition of the eight-hour day, the whole crew of the liner *Lutetia*, due to sail for South America, left the vessel. Two other liners succeeded in sailing, one for the West Indies and the other for Casablanca.

#### A SOVIET SUICIDE REPORT DENIED.

BERLIN, September 23rd.

M. Chicherine denies that M. Timovieff committed suicide on September 6th.

#### U.S.A. CONGRESS ADJOURNS.

WASHINGTON, September 22nd.

Congress has adjourned sine die. (Continued on page 6.)



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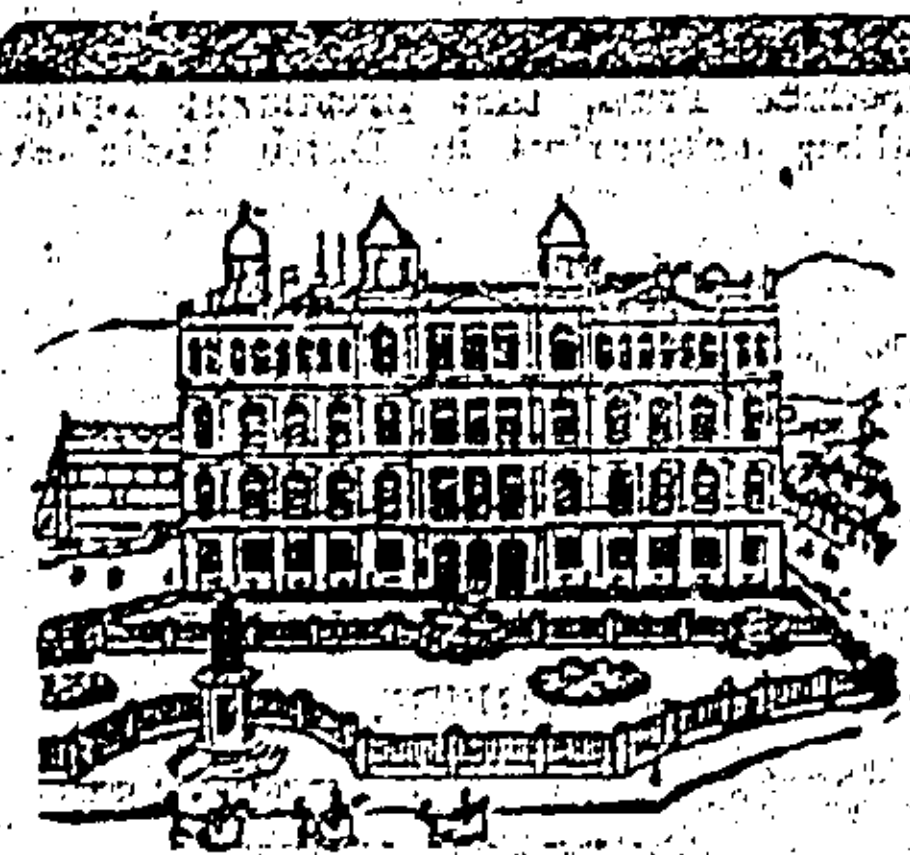
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(Continued from page 5.)

EARLIER CABLES.

[THROUGH BRITISH AGENCY.]

**SIR CHARLES SANTLEY  
DEAD.****LONG CAREER OF A FAMOUS  
BARTONE.**London, September 22nd.  
The death is announced of Sir Charles Santley, the noted baritone.

[The deceased, who was 88 years of age, first appeared in London in 1857 and his first great success was in the opera "Dinorah" at Covent Garden two years later. Thereafter he made a great name in grand opera and in 1870 took part in "The Flying Dutchman," the first Wagner opera to be produced in England. He visited America in 1871 and again in 1891, Australia in 1889 and the Cape in 1893 and 1903. His musical jubilee was celebrated at the Albert Hall in May, 1907. He was knighted the same year. Sir Charles published "The Art of Singing" and "Reminiscences of my Life."]

**COTTON SPINNING  
CURTAILMENT.****SHORT-TIME IN HOME MILLS.**

London, September 22nd.  
The Federation of Master Cotton Spinners at Manchester announces that the vote in favour of short-time at the mills spinning American cotton has now been increased to over the necessary 80 per cent. Consequently a curtailment of production is compulsory on all members of the Federation. The general plan will be not to open the mills on Saturday and Mondays for a month.

**U.S. POLO PLAYER'S DEATH.  
KILLED IN MOTOR SMASH.**

New York, September 22nd.  
Mr. Charles Ramsey, sculptor and international polo player, was killed through his motor car crashing into a bridge at Long Island. Owing to his death, the Meadowbrook team has withdrawn from the International Polo Tournament, thus giving the cup by default to Eastcott, an Anglo-American team with which Meadowbrook should have contested the final on Saturday.

**FRENCH INCOME TAX.  
MINISTER'S EXEMPTION  
PROPOSAL.**

Paris, September 22nd.  
The Minister of Finance proposes to exempt from Income Tax all salaries up to 8,000 francs a year, involving a loss to the Treasury of 90 million francs. The abolition of the Government monopoly in matches is also suggested.

**THE RUBBER PROBLEM.**

London, September 22nd.  
A meeting of the Rubber Growers' Association, Sir West Ridgeway presiding, passed a resolution declaring that it was unable to proceed further with consideration of the International Plantation Rubber Company scheme until the recommendations of the Colonial Office and the decision of the Government thereon were known.

**REVISING THE DUTCH  
CONSTITUTION.**

The Hague, September 22nd.  
The Second Chamber has approved the draft proposals for the revision of the Constitution.

**THE CAREER OF A FAMOUS  
SINGER.**

Madame Alice Gomez, the once famous singer, who died in an institution in Devon, was a Eurasian the youngest of a family of eleven children, and was born in Calcutta. She made her first appearance in public at the Dalhousie Institute. She received her earliest instruction in music from an elder sister who, in her own words, was a "second mother" to her. This was followed by more systematic training under Signor Antonio Nicolini, who was then the conductor of the Calcutta Opera House. Later she became a pupil of Mr. Webb, her future husband who had just come out to India as organist of the Calcutta Cathedral. She studied under Mr. Webb steadily for five years and it was he who first aroused in her an enthusiasm about music in England. In 1880 Mr. Webb induced Madame Gomez to go home to adopt singing as a profession. On her arrival in England she was introduced to several musical notabilities, including the late M. Kubo who, after hearing her sing, obtained an engagement for her to sing with Patti at the Albert Hall. After this she had plenty of engagements and sang at the Covent Garden Promenade Concerts and elsewhere in London with Edward Lloyd, Antonietta Sterling, Mary Davis, Sims Reeves and a host of others. Her London tutors were Randegger, Shakespeare, Blume and finally Madame Tietz. Madame Gomez, musical celebrity though she was in her day, never appeared in public in America or on the Continent. There was a niche for her in the London musical world she said, and she refused to give up London until London gave her up, which it never did.

**FIFTEEN YEARS' SILENCE.**

At an inquest at Shoreditch, on August 11th, on the body of Henry Yetton, 57, of Cambridge-road, Bethnal-green, a woman stated that she had lived with her for fourteen or fifteen years, and during the whole of that time she had never known him to engage in conversation of any kind.

**WEATHER REPORT.**

Sept. 23rd, at 14.00.—Warning to Hongkong, Coast Ports, &c.—Depression or typhoon of unknown intensity within 120 miles of Lat. 15 deg. N. Long. 125 deg. E., moving West.

Sept. 24th, at 6.10.—Warning to Hongkong, Coast Ports, &c.—Depression or typhoon of unknown intensity within 120 miles of Lat. 14 deg. N. Long. 125 deg. E., moving West.

September 24th, at 1.30.—Warning to Hongkong, Coast Ports, &c.—Typhoon of unknown intensity within 120 miles of Lat. 12 deg. N. Long. 116 deg. E., moving W.S.W.

Sept. 24th, at 1.30.—Pressure has increased moderately over Japan and slightly from the Loochoo to Hongkong.

The anticyclone is now central to the north of Tokyo.

The depression passed over the Vissay yesterday afternoon in a west-south-westerly direction. It may develop into a typhoon. At 6 a.m. this morning it was in about Lat. 12 deg. N. and Long. 116 deg. E.

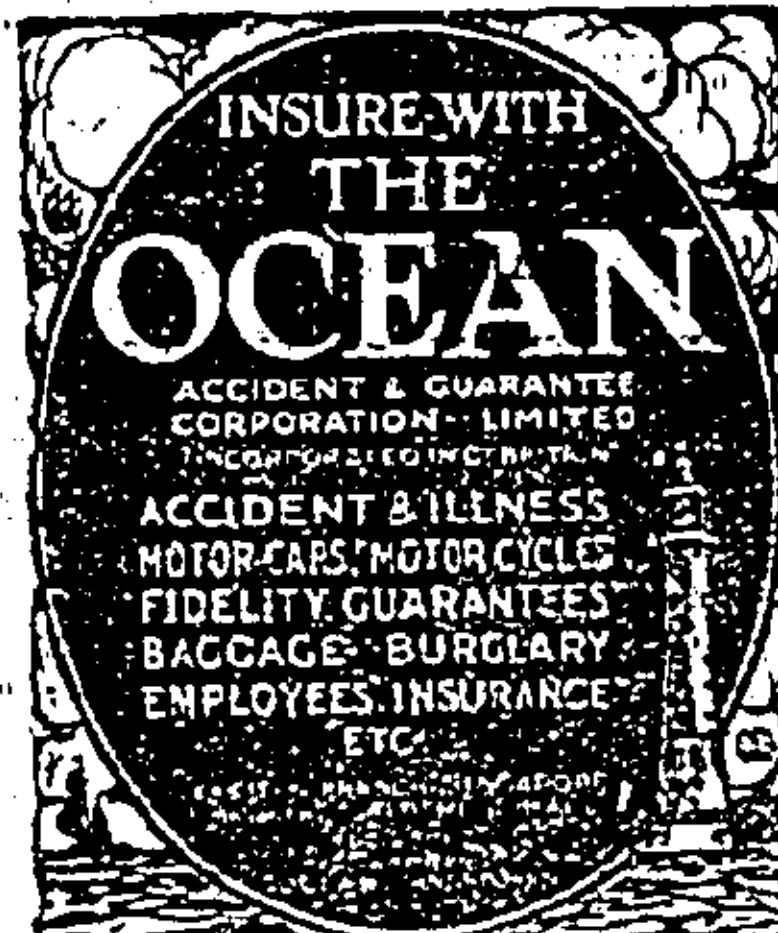
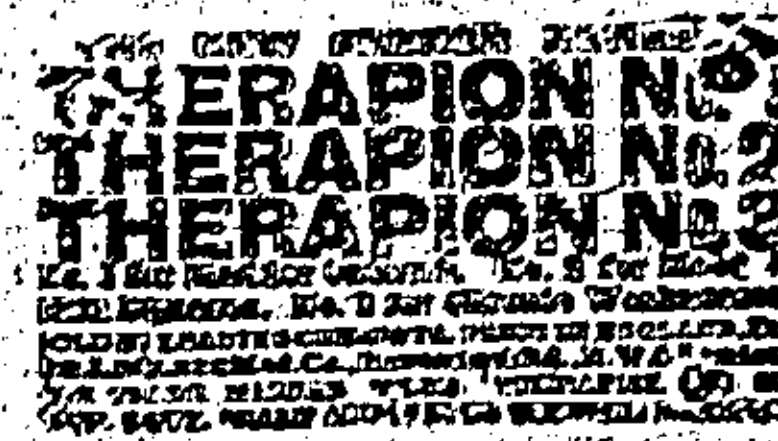
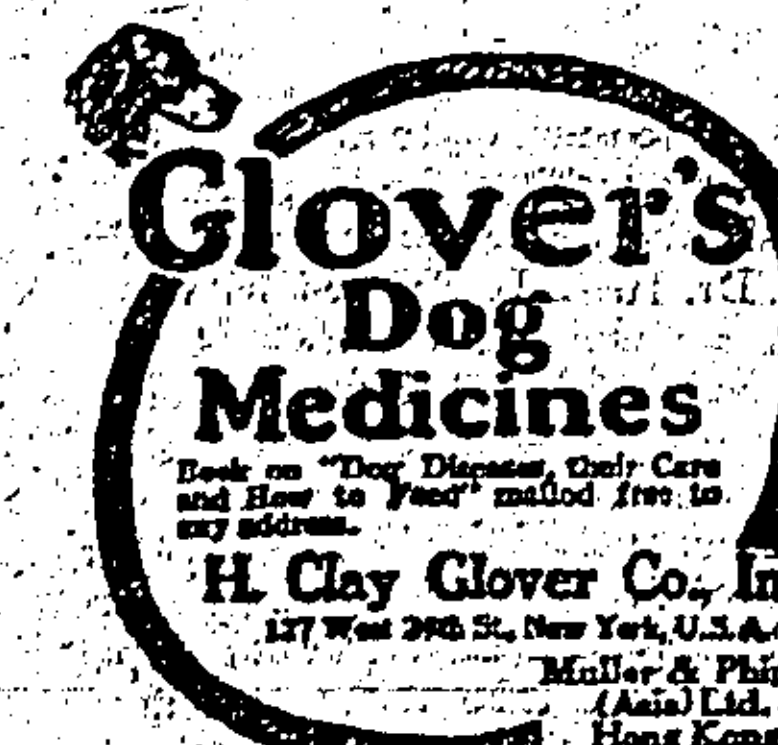
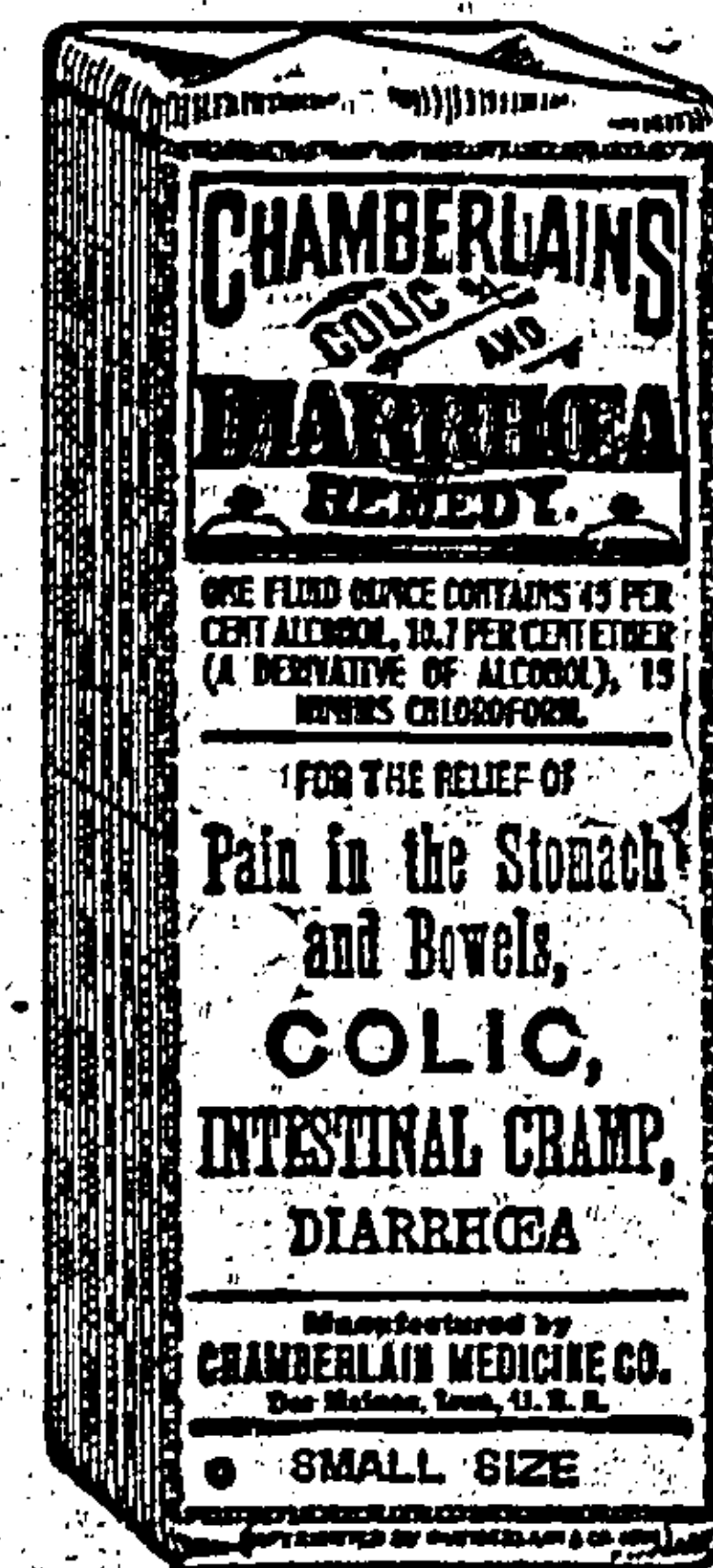
Hongkong Rainfall for the 24 hours ending at 10 a.m. 24th Sept., 0.00 inch.

Total since January 1st, 56.13 inches, against an average of 75.90 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT Forecast  
Hongkong to Gap Rock { E. winds, fresh to moderate; fine.  
Formosa Channel { The same as No. 1.  
South coast of China between { The same as No. 1.  
Hongkong and Amoy {  
South coast of China between { The same as No. 1.  
Hongkong and Hainan {

Highest open-air Temperature on 22nd — 81  
Lowest open-air Temperature on 24th — 77

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6A, PEKING ROAD.****AGENTS for Hongkong****DODWELL & CO., LTD.**  
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AN REALART PICTURE!

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of a Boy and a Girl in an Adopted Land.

HARRY SNOB POLLARD COMEDY.

2.30 &amp; 7.15 p.m.

CHARLES HUTCHISON in "DOUBLE ADVENTURE."  
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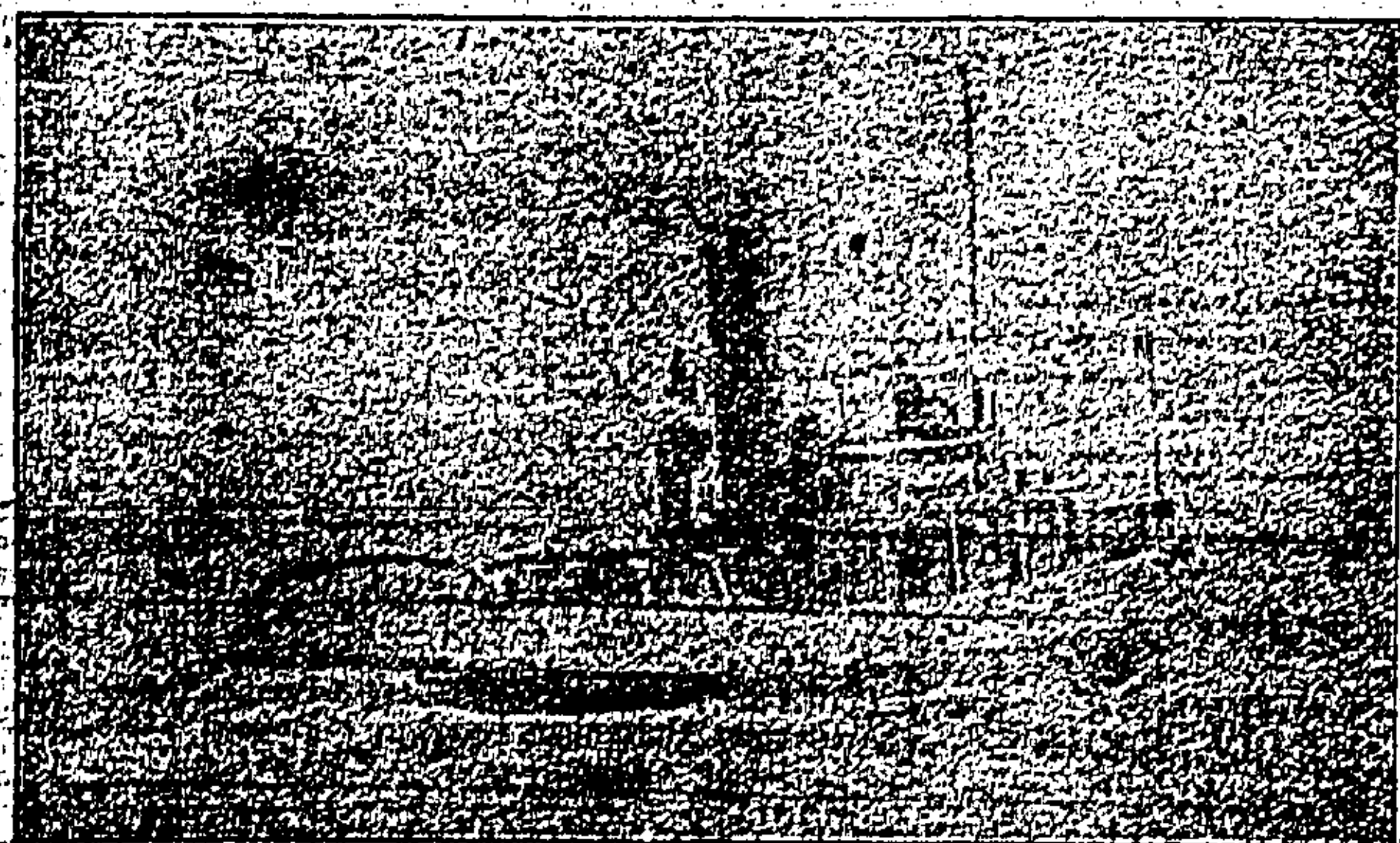
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## THE GAMBLERS.

A TOY THAT WOULD NOT WORK.

Wilson Dickinson, tobaccoist and fancy goods dealer, 89, Mosley Street, Manchester, last month sued John Leslie Leven, importer, 35, Fountain Street, Manchester, for £255. 6s. 10d., balance of money paid for goods supplied under an alleged implied warranty and found to be defective. Mr. R. McCleary appeared for Dickinson, and Mr. Lustgarten for Leven.

Mr. McCleary said that in November last year Dickinson bought from Leven several gross of a toy called the "Toto or Little Bookmaker," an article which enabled a number of people to engage in a gambling game. He found a ready sale for them, and gave several repeat orders until Leven's stock was exhausted. On December 21st, however, Leven telephoned Dickinson that he had a new consignment from Germany, and Dickinson that day went to Leven's warehouse, where he bought eight cases of "Toto," paying Leven £233 for them. He took Leven's assurance that the toys were identical with those previously bought, but soon after he commenced to sell them complaints were received that they would not work, and customers brought them back.

In the toys first supplied the player, by shaking the toy, caused three coloured discs to show through holes in the front of the toy, and below the colours other discs showed the odds to be paid on the three colours. The "Totos," supplied in December were of an inferior make, and the discs would not move when the toys were shaken. Dickinson's claim was made up as follows: £233 paid for the goods, plus £41. 13s. 4d., which would have been his profit if the goods had been merchantable, less £109. 6s. 6d. for goods sold, leaving a balance of £255. 6s. 10d. Three of the eight cases had been disposed of; the other five cases were unsold, and Leven had refused to take them back or make any allowance.

Wilson Dickinson, in evidence, said before December 21st he had sold about 6,000 of the "Toto."

The judge: I suppose every gambler in Manchester had not got one by then and there was a demand for more? (Laughter.)—Yes, I could have sold a lot more if they had been satisfactory.

When customers started complaining I suppose you had two kinds of customers coming into your shop—those who wanted to buy and those who wanted to grumble. (Laughter.)—Yes, any lord.

Did you have any trouble in preventing them meeting? (Loud laughter.)

Witness added that he ceased trying to sell the toys when he found they were not workable.

The Judge had specimens of the two classes of "Toto" handed up to him, and shook them in succession. Holding up one of the later type he said: The fault about this is that something has got to the winning post and sticks there and prevents anything else getting there. (Laughter.)

Mr. McCleary: And there are also a number of non-starters. (Laughter.)

The Judge: Is it to be said that these things are all right and are merchantable?

Mr. Lustgarten: It is certainly going to be said they were bought after examination.

The Judge: If that is the defence I shall try it, but it must certainly be understood that I am not going to examine the whole of these things in the five unsold cases. It must be obvious I cannot go through five cases and shake every one of them. (Laughter.)

Mr. Lustgarten: Not unless your lordship is going to occupy yourself in the Long Vacation. (Laughter.)

The Judge: But I am not the Vacation Judge. (Renewed laughter.)

Dickinson, having stated in cross examination that a great many people who bought from the last consignment did not bring the toys back, the Judge said: Very likely not. The man who buys one of these things and calls his friends and neighbours together in order that he may make a little money at their expense, when he finds it won't work probably throws it into the fire in disgust, and lets it end there. When I shake it I get green as the winner but no odds to it, and when I shake it again I get odds of 4 to 1, but it is another colour as the winner. (Loud laughter.)

Mr. Lustgarten, for the defence, called Leven and a number of other witnesses, who said that before Dickinson bought the eight cases of "Toto" he examined the contents of one. He took out two or three of the toys and shook them and then said "They seem all right."

In giving judgement his Lordship said in his opinion the goods taken from the five unsold cases were not merchantable, but he found that Dickinson did in fact examine the goods before he bought them, and although he did not persist in his examination long enough to reveal the defects, there was an examination, and that did away with the contention that the goods were bought without examination under an implied warranty. The action of Dickinson therefore failed and there would be judgement for Leven with costs.

### VACCINATION BEFORE OPERATIONS.

Vaccination as a preparation for operations on infected organs has been found by Drs. Pierre and Louis Bazy, two eminent French surgeons, to be productive of excellent results. Having been struck by the seriousness of carrying out surgical operations on organs in a state of infection, they conceived the idea of vaccinating the subject before the intervention of the surgeon. They have reported to the Académie des Sciences that this vaccination against the microbe responsible for the infection improves the general condition of the patient, prepares the organ for the operation, and diminishes the gravity of the operation.—Times.

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Length overall—58' 0".  
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D. W. capacity on above draft—8 tons.  
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Engines—Twin set "Kelvin" Motors, each 30 h.p.  
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The Motorboat "KEIKUNG" (Built of Teak).

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## SHIPPING MOVEMENTS.

The N.Y.K. s.s. *Aki Maru* (Australian line) left Sydney for Hongkong via ports on September 22nd, and is expected here on October 12th.

The Pacific Mail s.s. *President Taft* in our Trans-Pacific Service, sailed from San Francisco on her initial voyage on September 19th, for Hongkong via Honolulu, Yokohama, Kobe, Shanghai and Manila, with a full complement of cargo and passengers on board. This steamer will arrive in Hongkong on or about October 10th.

## VESSELS EXPECTED.

*Bellerophon* (Blue Funnel), due October 12th.

*Benmore* (Ben Line), due Sept. 27th.

*Changsha*, due October 20th.

*Empress of India*, due Sept. 28th.

*Fushimi Maru* (N.Y.K.), due Sept. 28th.

*Helena* (Blue Funnel), due Sept. 28th.

*Moroka Maru* (N.Y.K.), due Sept. 28th.

*Polyphemus* (Blue Funnel), due October 6th.

*President Wilson* (P.M.), due Sept. 20th.

*Protetious* (Blue Funnel), due October 13th.

*Taiyuan*, due Sept. 20th.

*Yangtze* (Blue Funnel), due October 12th.

## INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILLINGS, SUBJECT TO ALTERATION

BANGKOK via SWATOW	"CHAKSANG"	Monday, 28th Sept.	Noon
HAIPHONG via HOIHOW	"MINGSANG"	Wednesday, 27th Sept.	8 a.m.
TSINGTAU via SWATOW	"WINGSANG"	Wednesday, 27th Sept.	Noon
STRAITS & CALCUTTA	"FOOKSANG"	Wednesday, 27th Sept.	3 p.m.
TIENSIN	"CHIESHANG"	Wednesday, 27th Sept.	4 p.m.
TSINGTAU via SWATOW	"YATSHING"	Thursday, 29th Sept.	Noon
MANILA & SHANGHAI	"LOONGSANG"	Friday, 29th Sept.	8 p.m.
TSINGTAU via SWATOW	"HANGSANG"	Sunday, 1st Oct.	Noon
SANDAKAN	"MAUSANG"	Monday, 2nd Oct.	2 p.m.
BANGKOK via SWATOW	"DRUFAR"	Tuesday, 3rd Oct.	Noon
STRAITS & CALCUTTA	"KUTSANG"	Tuesday, 3rd Oct.	3 p.m.
KOBE	"LAISANG"	Thursday, 3rd Oct.	Noon
KOBE via YOKOHAMA	"NAISANG"	Thursday, 10th Oct.	Noon
KOBE	"HOSANG"	Sunday, 15th Oct.	D.L.

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta via Straits and Hongkong to Japan, occasionally calling at Shanghai. All passengers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

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HAIPHONG LINE—Fortnightly sailings to and from Sandakan by two 6,000 ton steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken if through Bills of Lading for Kedat Jassalon, Labuan, Tawau and Lahad Dato.

TIENSIN LINE—A regular service is run from March to November between Hongkong and Tiensin, calling at Weihaiwei and Chiaofoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

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"GLENVARY"	5th October	5th October
"GLENAPP"	9th October	9th October

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENARIFFE"	15th Oct., GENOA, LONDON, ANTWERP & HAMBURG	

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## SHIPPING NEWS

## ARRIVALS.

September 22nd.

*Brufar*, Norwegian str., 1,102 tons, Capt. N. Hjorth, from Bangkok, with a general cargo.—J.M. & Co.

*Kuching*, British str., 1,267 tons, Capt. J. S. Thomson, from Foochow, with a general cargo.—Douglas S.S. Co.

*Kufong*, British str., 987 tons, Capt. J. Milne, from Haiphong, with a general cargo.—B. & S.

*Komatsu*, British str., 3,077 tons, Capt. T. Grant, from Moji, with coal.—J.M. & Co.

*Orestes*, British str., 2,823 tons, Capt. E. Jones, from Singapore, with a general cargo.—B. & S.

*Yokohama*, Norwegian str., 742 tons, Capt. E. Winanes, from Bangkok, with a general cargo.—K. Larsen.

*Rinda*, Norwegian str., 3,820 tons, Capt. E. T. Kraft, from Singapore, with a general cargo.—Thoresen & Co.

*Songler*, Chinese str., 941 tons, Capt. K. Makata, from Changhai, with lime stone.—Kumura.

*Taishan*, Chinese str., 1,210 tons, Capt. C. Taylor, from Shanghai, with a general cargo.—C.M.S.N. Co.

*Tokyo*, Japanese str., 3,710 tons, Capt. T. Kurita, from Singapore, with a general cargo.—N.Y.K.

*Tung Hing*, Chinese str., 264 tons, Capt. Chan Chou, from K. C. Wan, with a general cargo.

*Tyndarus*, British str., 7,172 tons, Capt. S. Madgwick, from Victoria, with a general cargo.—B. & S.

September 23rd.

*Anakusa Maru*, Japanese str., 1,370 tons, Capt. K. Fukue, from Swatow, with a general cargo.—O.S.K.

*Ashi Maru*, Japanese str., from Canton, with a general cargo.—Nanyo Yusen Kaisha.

*Dun*, Norwegian str., 701 tons, Capt. H. Humevig, from Bangkok, with a general cargo.

*Huddis*, British str., from Canton.

*Hydranga*, British str., 561 tons, Capt. W. J. Collom, R.N.R., from Swatow, with a general cargo.—Chiu On S.S. Co.

*Lachow*, British str., from Canton.

*Mantus*, British str., 5,890 tons, Capt. A. B. Armitage, R.N.R., from London, with a general cargo.—Mackinnon, Mackenzie & Co.

*President Jackson*, American str., 5,377 tons, Capt. C. G. Hansen, from Seattle, with a general cargo.—Admiral Line.

*Providence*, Norwegian str., from Canton.

*Soydan*, British str., 6,606 tons, Capt. B. M. M. Collyer, R.D., R.N.R., from Shanghai, with a general cargo.—Mackinnon, Mackenzie & Co.

*Sungphun Maru*, Japanese str., 1,503 tons, Capt. G. Kawamura, from Shanghai, with a general cargo.—N.Y.K.

*Taga Maru*, Japanese str., 1,477 tons, Capt. T. Nakamura, from Keelung, with coal.—M.B.K.

*Tai Sze Ma*, Chinese str., 402 tons, Capt. Leung Hin Wa, from K. C. Wan, with a general cargo.—Yan Fat S.S. Co.

*Taito Maru*, Japanese str., 1,015 tons, Capt. I. Arai, from Chinwangtao, with coal.—Dodwell & Co.

*Yuet Wah*, Chinese str., from Canton.

September 24th.

*Glenade*, British str., 4,144 tons, Capt. R. L. Sanders, from Shanghai, with a general cargo.—J.M. & Co.

*Hok Canton*, Chinese str., 556 tons, Capt. Leung Long, from K. C. Wan, with a general cargo.—Wo Hing & Co.

*Hampden*, American str., 4,536 tons, Capt. J. D. Methot, from Shanghai, with a general cargo.—Arnold Bros.

*Kinyas*, British str., 1,544 tons, Capt. N. H. Leitch, from Bangkok, with a general cargo.—B. & S.

*Mingyang*, British str., 909 tons, Capt. J. D. Ritchie, from Haiphong, with a general cargo.—J.M. & Co.

*New Mathilde*, British str., 842 tons, Capt. H. Cockson, from Hoilow, with a general cargo.—Po Shan S.S. Co.

*Samarang Maru*, Japanese str., 2,447 tons, Capt. K. Yasui, from Dairen, with a general cargo.—Nanyo Yusen Kaisha.

*Sanuki Maru*, Japanese str., 5,371 tons, Capt. I. Nirei, from Japan ports, with a general cargo.—N.Y.K.

*Sunning*, British str., from Canton.

*Tetrasius*, British str., 4,821 tons, Capt. J. Riepenhausen, from Shanghai, with a general cargo.—B. & S.

*Wingang*, British str., 1,578 tons, Capt. J. V. Simpson, from Swatow, with a general cargo.—J.M. & Co.

## CLEARANCES.

September 22nd.

*Glenade*, for Shanghai.

*Hokkaido Maru*, for Singapore.

*Indigirka*, for Keelung.

*Longchou*, for Canton.

*Sasha Maru*, for Swatow.

*Tjikim*, for Yokohama.

September 23rd.

*Adan*, for Miri.

*Ala Pi Tai*, for K. C. Wan.

*Ankerst*, for Hoilow.

*Ashi Maru*, for Tamsui.

*Chipsing*, for Cheloe.

*Derwent*, for Saigon.

*Denur*, for Swatow.

*Glenade*, for Singapore.

*Hokkaido Maru*, for Chinwangtao.

*Hailan*, for Hoilow.

*Hulwood*, for Canton.

*Harold Duffer*, for Singapore.

*Helina*, for Saigon.

*Kojima Maru*, for Tsingtau.

*Koral War*, for Tourane.

*Jude*, for Pakhoi.

*Lake Glauco*, for Singapore.

*Linao*, for Swatow.

*Luchow*, from Shanghai.

*Orestes*, for Canton.

*Persia*, for Singapore.

*Sanka Maru*, for Canton.

*Stanley*, for Manila.

*Sungphun Maru*, for Canton.

*Taishan*, for Canton.

*Tokyo*, for Batavia.

*Tjikim*, for Shanghai.

*Taito Maru*, for Hongkong.

*Tung Hing*, for Shanghai.

*Tyndarus*, for Singapore.

*Tung Hing*, for K. C. Wan.

*Yamaguchi*, for Manila.

September 24th.

*Anakusa Maru*, for Swatow.

*Cheribon Maru*, for Moji.

*Manila*, for Shanghai.

*Songler*, for Keelung.

*Sunning*, for Shanghai.

*Thong Samud*, for Bangkok.

*Yangtze King*, for Swatow.

## PASSENGERS.

## ARRIVALS.

Per P. & O. s.s. *Southern*, on September 23rd.—Mr. T. D. W. Bannister, Mr. R. Schler, Mr. Mansel Smith, Miss Madge Nills.

Per s.s. *Haiphong*, on September 23rd.—Mr. R. Sutherland, Mr. Cook, Captain F. M. R. Lake, Mr. Bolton, Mr. F. S. Sole, Miss Gomes, Mr. F. M. Oozio, Mr. and Mrs. A. Thompson.

Per P. & O. s.s. *Mantus*, on September 23rd.—Mr. and Mrs. C. J. S. Low, Rev. J. Foster, Rev. W. T. Lindsay, Mrs. J. Peterson, Mr. and Mrs. M. A. Johnston, Mr. E. L. Merrett, Mr. J. A. Adams, Mr. R. Francis, Eng-Lien, Mr. J. A. Robins, Mr. D. Bastin, Miss A. E. Wigley, Mr. W. T. Goddard, Mr. R. D. McLaren, Mr. W. T. Roberts, Pte. D. Young, Ws. Eng. H. Braecondle, Mrs. H. A. Chifcher, Mr. W. A. Hillier, Miss E. T. Child, Mr. D. Fletcher, Mr. and Mrs. Ford, Miss D. Heath, Mrs. Schler, Mr. G. M. Walker, Rev. Hutchinson, Rev. A. J. McKay, Rev. A. J. Gudge, Mr. C. L. J. Nahan, Mr. T. Hassom, Mr. M. M. Godhai, Miss J. R. Taylor, Dr. Stanley-Jones, Mr. and Mrs. Haupt, Mr. W. S. Muhtini, Mr. K. Narayana, Miss A. Mooma, Mr. G. Grayrigg, Mr. L. E. Hopkins, Mr. Denning Kemp, Mr. S. M. Vane and Mr. C. B. Blackie.

## DEPARTURES.

Per R.M.S. *Empress of Canada*, on September 23rd.—Mr. Paul Aberhardt, Mr. and Mrs. A. R. Austin, Mr. S. Araceta, Mr. Chas. Ahfoe, Miss R. Ahwee, Mr. W. Anderson, Miss R. Bone, Mr. and Mrs. Geo. Blomqvist, Mr. T. J. Bourne, Col. J. M. Boyd, Mr. A. E. Crapnell, Mr. H. Cousen, Mr. Don Carlos Campo, Mr. W. E. Clark, Mr. A. A. Dorsey, Dr. W. H. Dobson, M.D., Mr. and Mrs. G. R. H. Dittman, Mr. H. K. B. Davis, Jr., Mr. R. Farrant, Mr. and Mrs. Alfred Fletcher, Miss M. Feeley, Mrs. W. Goodfellow, Mr. Geo. Grimble, Miss Florence Gifford, Mr. Geo. Hogg, Mr. and Mrs. F. C. Hall, Mr. and Mrs. M. Heimendinger, Mr. C. H. Hopkins, Miss C. E. Houghton, Mrs. C. A. Harris, Miss Nell B. Hawkins, Mr. Chas. E. Koehler, Mr. Douglas Kay, Mr. H. W. Kirby, Mr. E. J. Leveson, Mr. K. M. Lazarus, Mr. H. I. Leen, Mr. and Mrs. W. W. Lane, Miss B. Lane, Mrs. J. S. Mar, Masters S. and C. Mar, Mr. and Mrs. A. I. Mackenzie, Miss Olga Miller, Dr. A. J. J. Mrs. and Miss L. Morrison, Capt. J. F. O. Mackenzie, Mr. H. K. and Mrs. H. W. Mackenzie, Miss J. J. and Mrs. J. E. Moffatt, Mr. Eldon Potter, Mr. M. J. Patell, Mr. W. O. Phillips, Mr. Sam. M. Paulat, Mr. R. R. Roxburgh, Sir Wm. Paulat, Mr. R. R. Roxburgh, Sir Wm. Paulat, and Lady Rees Davies, Mr. H. Rumjahn, Mr. and Mrs. H. W. Sassoon, Mr. Edw. F. Sharp, Mrs. R. F. Sharp, Miss H. C. Stebbins, Mr. H. Schumacher, Mr. S. Suzuki, Mrs. T. F. Smith, Miss M. E. Turley, Mr. T. Taber, Rev. S. Tappan, Mr. R. H. Triem, Mr. B. Thama, Mrs. H. White, Miss Maud White, Mr. H. O. Whitall, Mr. L. Yates, Mr. O. Yamazaki, etc.

## CANADIAN PACIFIC STEAMSHIPS LIMITED

## HOME VIA CANADA

## Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver &amp; Montreal.

From Hongkong	Arrive Vancouver	From Vancouver	Due England
Empress Russia	Oct. 5	Oct. 23	Oct. 10
Empress Australia	Oct. 25	Nov. 13	Oct. 24
Empress Asia	Nov. 2	Nov. 20	Nov. 6
Empress Canada	Nov. 18	Dec. 4	Nov. 30
Empress Russia	Nov. 30	Dec. 18	Dec. 5
		Empress France	Nov. 23
		Empress France	Dec. 12
		Empress France	Dec. 19
		Empress France	Jan. 3

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments & Drawing Rooms. Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

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Hongkong Office. Telephone Central 752. Cable Address: GACANPAC.

## CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS: "NANKING" "CHINA" "NILE" "GORJISTAN" "ARMANESTAN"

## AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FIRST CLASS FARE TO EUROPEAN PORTS  
Minimum Rate U.S.G. \$577.07  
Maximum Rate U.S.G. \$620.50  
First Class Accommodation Throughout.

## Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

via Shanghai, Nagasaki, Yokohama and Honolulu.

s.s. "NILE" s.s. "NANKING" s.s. "CHINA"  
Sept. 30th. Oct. 23rd. Nov. 27th.

## Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

s.s. "GORJISTAN" s.s. "GORJISTAN"  
To Swatow and Amoy. To Singapore, Batavia, Semarang, Sourabaya.  
Sept. 28th. Oct. 7th.

s.s. "ARMANESTAN" s.s. "ARMANESTAN"  
To Swatow and Amoy. To Singapore, Batavia, Semarang, Sourabaya.  
Sept. 28th.

## FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States &amp; Canada

Cargo accepted on Through Bills of Lading for transshipment at San Francisco by weekly sailings for principal Atlantic Ports.

O. T. SURRIDGE, General Agent.  
PACIFIC BUILDING, Telephone: 1834.  
Central No. 1834.  
Cable Add: "OHMAIL"

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## SHIP REPAIRERS,

## BOILER MAKERS,

## FORGE MASTERS,

## OXY-ACETYLENE

## ELECTRIC WELDERS,

## MECHANICAL AND

## ELECTRICAL

## ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY  
OF HONGKONG, LIMITED.

## - DRY DOCKS. -

Length 787 Feet.

Length on Blocks 750 Feet

Dept. on Centre of

SHI (H.W.O.S.T.) 34 ft. 6 in.

## - THREE SLIPWAYS. -

Capable of Handling Ships Up

to 3,000 Tons Displacement.

Electric Crane at Sea Wall, Capable of

Lifting 100 Tons at 70 Feet Radius.

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(JOHN SWIRE &amp; SONS, LTD.).

AGENTS.

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TELEPHONE No. 212.

A&amp;L FLAG: "C" OVER ANG. PENYANT.

## N. Y. K.

SAILINGS SUBJECT TO ALTERATION

VICTORIA, SEATTLE &amp; VANCOUVER via Shanghai Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

SHIDZUOKA MARU ... Saturday, 30th Sept., at 11 a.m.  
YOKOHAMA MARU ... Monday, 2nd Oct., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, etc.  
KASHIMA MARU ... Friday, 29th Sept., at 11 a.m.  
HAKONE MARU ... Friday, 1st Oct., at 11 a.m.

HAMBURG via LONDON, ROTTERDAM.  
MATSUMOTO MARU ... Thursday, 28th September.

LIVERPOOL via MARSEILLES. ... Second half of October.  
TOYOHASHI MARU ...

SYDNEY & MELBOURNE via Manila, etc.  
YOSHINO MARU ... Tuesday, 17th Oct., at 11 a.m.  
AKI MARU ... Tuesday, 14th Nov., at 11 a.m.

NEW YORK via PANAMA.  
NEW YORK via Suez.

BIO DE JANEIRO, SANTOS & BUENOS AIRES via OATE  
GOMBAY via Singapore and Colombo.

SANUKI MARU ... Monday, 25th Sept.  
OALOUTTA via Singapore, Penang & Rangoon.

MARUKA MARU ... Friday, 29th Sept.  
NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Friday, 13th Oct., at 11 a.m.  
SHANGHAI, KOBE & YOKOHAMA.

FUSHIMI MARU ... Thursday, 28th Sept., at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA

Telephone: Central Nos. 282 &amp; 283.

K. H. KAMEI, Manager.

## STRUTHERS &amp; BARRY.

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

## EXPRESS FREIGHT SERVICE.

TO LOS-ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

"Dewey" ... Due Hongkong 8th Oct.  
Leaves Hongkong 10th Oct.  
"Hikridge" ... Due Hongkong 6th Nov.  
Leaves Hongkong 8th Nov.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SAIGON, SINGAPORE, BATAVIA, SAMARANG AND SOURABAYA.

"Hikridge" ... Due Hongkong 24th Sept. (not calling at Saigon).  
Leaves Hongkong 25th Sept.  
"West Prospect" ... Due Hongkong 13th Oct.  
Leaves Hongkong 15th Oct.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY.

L. EVERETT,  
General Agent for  
JAPAN-CHINA-PHILIPPINES,  
INDO-CHINA-STRATTS & JAVA.

1st Floor, Powell's Building,

Central Phone No. 2008.

G. P. BRADFORD, Res. Agent.

## JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJITAROEM	SHANGHAI & N. CHINA	30th Sept.	2nd Oct.	BATAVIA & BATAVIA
TJIKEMBANG	JAVA	30th Sept.	6th Oct.	SHANGHAI

Wireless Telegraphy.  
The Steamers are all fitted throughout with Electric Light and have accommodations for a limited number of saloon passengers. All steamers carry a fully qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage apply to the  
JAVA-CHINA-JAPAN LIJN.  
Telephone No. 1074.

Yok Building, First-floor.

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(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland-East Asia Line)

(Members of the Straits, China and Japan Conferences).

Regular monthly service between

JAPAN PORTS, SHANGHAI HONGKONG AND

MANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG

AND BREMEN

Sailings, subject to alterations.

Steamers	For	Sailing on or about
"GEMMA" ...	Rotterdam, Amsterdam, Hamburg & Bremen	20th Oct.
"OOSTERK" ...	Amsterdam, Rotterdam, Hamburg & Bremen	20th Nov.



**"ELLERMAN" LINE**

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM &amp; CONTINENT SERVICE.

OUTWARDS.

S.S. "CITY OF TOKIO" ... 20th Oct. ... Shanghai, Kobe &amp; Yokohama.

HOMEWARDS.

S.S. "CITY OF SYDNEY" ... 10th Oct. ... London, Antwerp, Rotterdam, Hamburg &amp; Glasgow.

PASSENGER SERVICE.

S.S. "CITY OF PARIS" ... mid. Dec. ... Marseilles & London.  
 S.S. "CITY OF YORK" ... beg. Feb. ... Marseilles & London.  
 S.S. "CITY OF SIMLA" ... mid. March ... Marseilles & London.  
 S.S. "CITY OF POONA" ... mid. April ... Marseilles & London.

Subject to change without notice.

For further particulars apply to—

REISS &amp; CO., CANTON.

THE BANK LINE, LTD.

(Tel. Central 780).

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**BOSTON AND NEW YORK**

Joint Service of the

**"BLUE FUNNEL" LINE**

FOOTMAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

**AMERICAN & MANCHURIAN LINE**  
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF LINCOLN" ... via Suez Canal ... 28th Sept.  
 S.S. "ANTIOCHUS" ... via Suez Canal ... 5th Oct.  
 S.S. "CITY OF MELBOURNE" ... via Suez Canal ... 15th Oct.  
 S.S. "AGAMEMNON" ... via Suez Canal ... 25th Oct.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, 25 THE BANK LINE, LTD., HONGKONG  
 (JOHN SWIRE & SONS, LTD.)  
 HONGKONG AND CANTON. REISS & CO., CANTON.

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**MESSAGERIES MARITIMES**

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT  
DESTINATIONS. STEAMERS & DEPARTURES. SAILING DATES.

SHANGHAI, KOBE & YOKOHAMA ... AZAY LE RIDEAU ... 15,000 ... On or about 29th Sept.  
 PORTS ... PORTOS ... 20,000 ... On or about 12th Oct.  
 SHANGHAI, KOBE & YOKOHAMA ... ANGKOR ... 15,000 ... On or about 3rd Oct.  
 SHANGHAI, KOBE & YOKOHAMA ... ANGERS ... 15,000 ... On or about 17th Oct.  
 SHANGHAI, KOBE & YOKOHAMA ... AZAY LE RIDEAU ... 15,000 ... On or about 31st Oct.  
 SHANGHAI, KOBE & YOKOHAMA ... PORTOS ... 20,000 ... On or about 14th Nov.

COMMERCIAL LINE

GRAN, PORT-LEZ-TOURNAI ... "L. ST. LOUBERT-BIE" ... About 30th Sept.  
 HAVRE, DUNKERQUE ... "L. DE MISSISSY" ... Mid-Oct.  
 ANTWERP ... "MEINART" ... 1st part Nov.  
 ... "COM. RAMEL" ... 1st part Dec.

ALSO SERVICE TO BORDEAUX (ON APPLICATION)

For further particulars, etc., apply to

CONSIGNATION—TRANSIT—REPRESENTATION.

Telephone Central 740.

A. JOHARD,  
Acting Agent,  
Queen's Building.**DOUGLAS STEAMSHIP CO., LTD**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers having good accommodations for First-Class Passengers, Electric Light and Fast in steamer, Saloons and Excellent cuisine.

FOR:

**SWATOW AMOY & FOCHOW**

AND RETURNS

(Occupying 3 or 12 Days)

HAICHING ... Capt. J. B. Thomson ... Tuesday, 26th Sept., at 12 Noon.  
 HAICHONG ... Capt. W. O. Parnham ... Friday, 29th Sept., at 1 p.m.  
 HAIPHONG ... Capt. W. S. Turnbull ... Friday, 29th Sept., at 1 p.m.

Arrival and Departures from the Company's Wharf (near Bank Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.,  
General Manager.**JAPAN COAL**

AND

**GENERAL IMPORTS & EXPORTS**

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(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO.

No. 14, PEDDER ST., HONGKONG.

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COMPANIES Incorporated in ENGLAND.

**MAIL AND PASSENGER SERVICES**

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,  
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING  
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,  
 EGYPT, SUEZ, ETC.

**PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.**  
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"MACEDONIA"	10,513	27th Sept. 11 a.m.	Bombay, Marseilles, London & Antwerp.
"KALYAN"	8,887	11th Oct.	Marseilles, London & Antwerp.
"SICILIA"	6,702	18th Oct.	Singapore, Penang, Colombo, & Bombay.
"MANTUA"	11,000	25th Oct.	Bombay, Marseilles, London & Antwerp.
"DONGOLA"	8,066	8th Nov.	Marseilles, London & Antwerp.
"NANKIN"	7,000	22nd Nov.	do.
"KARMA"	9,000	8th Dec.	Bombay, Marseilles, London & Antwerp.
"KASHGAR"	9,000	15th Dec.	Marseilles, London & Antwerp.
"FLASSY"	7,200	10th Jan. 1923	do.
"SARDINIA"	6,500	14th Jan.	do.
"NELORE"	6,883	7th Feb.	do.
"DELTA"	8,067	21st Feb.	do.
"KALYAN"	9,062	7th Mar.	do.
"KASHMIR"	8,841	21st Mar.	do.
"KHYBER"	9,014	4th Apr.	do.

**BRITISH INDIA - APCAR SAILINGS**

"JANUS" ... 4,842 ... 29th Sept. ... Calcutta via Singapore, & Penang.

**EASTERN & AUSTRALIAN SAILINGS (North)**

"ARAFURA" ... 6,000 ... 4th Oct. ... Manila, Iloilo, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

Frequent connections from Australia with the following—  
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)  
 The P. & O. Branch Service of Steamers to London via the Cape.  
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

**SAILINGS TO SHANGHAI & JAPAN**

"MANTUA" ... 10,902 ... 25th Sept. 10 a.m. ... Shanghai, Moji, Kobe & Yokohama.  
 "SICILIA" ... 6,702 ... 2nd Oct. ... Shanghai.  
 "DONGOLA" ... 8,066 ... 7th Oct. ... Shanghai & Japan.  
 "ST. ALBANS" ... 6,000 ... 9th Oct. ... Japan.

All dates are approximate and subject to alteration without notice.

**WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.**

Passengers for Baggage must declare their own Hotel expenses at Singapore while wait in the on carrying steamer.  
 First Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in line of the service of their P. & O. Telex to Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.  
 Passes for Messing not more than 24 ft. x 2 ft. x 2 ft. will be received at the Company's Office up to 100 on the day previous to sailing.  
 For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

**MACKINNON, MACKENZIE & CO.**

22, Des Voeux Road Central, HONGKONG. Agents. [1]

**O. S. K.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM ANTWERP &amp; MARSEILLES—Monthly direct service via Singapore and Port Said.

"AMAZON MARU" ... Saturday, 11th Nov.  
 BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via RAIGON & SINGAPORE. PASSENGER SERVICE.  
 "PANAMA MARU" ... Tuesday, 31st Oct.

BOMBAY &amp; COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

"BURMA MARU" ... Monday, 25th Sept.  
 "HIMALAYA MARU" ... Saturday, 7th Oct.  
 "KIRISHI MARU" ... Sunday, 1st Oct.

SAIGON, HANGKOW &amp; SINGAPORE—Regular monthly Passenger Service.

CALCUTTA via SINGAPORE &amp; RANGOON.

"ALPS MARU" ... Saturday, 20th Sept.  
 VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Dairin—Taking cargo to OREGON, PORTLAND, U.S.A. & CANADA—Passenger Service.  
 "ALABAMA MARU" (omit Shanghai) ... Friday, 29th Sept.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.

"HAYES MARU" ... Tuesday, 19th Oct.

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Kobe &amp; Osaka.

"ALPS MARU" ... Sunday, 1st Oct.  
 KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.  
 "AMAKUSA MARU" ... Monday, 25th Sept.

TAKAO via SWATOW AMOY.

"BOSCHU MARU" ... Thursday, 5th Oct.  
 T. YABUDA, Manager.  
 Tel. Central No. 4090.

**PRINCE LINE FAR EAST SERVICE**

Regular sailings to, Boston and/or New York by fast freight steamers.

For BOSTON

and  
NEW YORK

S.S. "SLAVIC PRINCE" ... End of September.

For Freight and full particulars apply to—

Telephone Central 2164.

Telegrams: Furness.

FURNESS (FAR EAST) LIMITED,

(Incorporated in Great Britain),  
25, George Street, London.**C. N. C.  
CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail	D.L.
SHANGHAI & TRINGTAO	"SUNNING"	On 25th Sept.	Noon.
SWATOW & BANGKOK	"SUNGYUAN"	On 25th Sept.	3 p.m.
SHANGHAI & TRINGTAO	"NINGPO"	On 28th Sept.	4 p.m.
SHANGHAI & TRINGTAO	"LIANGHONG"	On 28th Sept.	7 a.m.
HOIHOW, PAKHOL & HAIPHONG	"KAIPOH"	On 28th Sept.	8 a.m.
MANILA, CEBU & ILOILO	"TAMING"	On 28th Sept.	11 a.m.
AMOY & SHANGHAI	"SHANSHI"	On 28th Sept.	1 p.m.
SAIGON	"HANYANG"	On 28th Sept.	2 p.m.
SWATOW & AMOY	"KIUNGHONG"	On 28th Sept.	3 p.m.
SHANGHAI & TRINGTAO	"SOOCHOW"	On 1st Oct.	Noon.
SWATOW & SINGAPORE	"KIANGSU"	On 1st Oct.	Noon.
SHANGHAI	"SZECHUEN"	On 1st Oct.	4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUBICHOW"	On 1st Oct.	4 p.m.

SHANGHAI LINE—PASSENGER, MAILS AND CARGO  
 Excellent Saloon accommodation and Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all European and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Whampoa.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

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Telephone Central 26. (JOHN SWIRE &amp; SONS, LTD.) Agents.

CARGO &amp; PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE (John Swire &amp; Sons, Ltd.)

**AUSTRALIAN ORIENTAL LINE**

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australian Ports
"TAIYUAN"	28th Sept.	5th Oct.
"CHANGSHA"	15th Oct.	20th Oct.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Doctor is on board. Reduced Fares: Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

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**PACIFIC MAIL S.S. CO.,**

MANAGING AGENTS,

**U.S. SHIPPING BOARD EMERGENCY  
FLEET CORPORATION.****TRANS-PACIFIC SERVICE**

Freight and Passengers

Fare to European Ports US\$ \$620.50 First Class Throughout.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.

S.S. "PRESIDENT WILSON" ... Leaves Hongkong ... Arrives San Francisco ... Oct. 2nd ...  
 S.S. "PRESIDENT TAIT" ... Oct. 14th ... Nov. 5th ...  
 S.S. "PRESIDENT LINCOLN" ... Oct. 25th ... Nov. 16th ...

Sailings and Fares Subject to change without Notice.

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